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Hello to you all and welcome to the January 2019 issue. Several of you have been in touch recently to voice your displeasure at how *T&M*'s cover dates are so far in advance and this issue is a perfect example. I apologise once more if cover dates well in advance of calendar dates cause consternation, but I am afraid that this is due to the fact that 13 issues of the magazine are printed every year – meaning that one goes on the shelves every four weeks.

With a 'traditional' monthly title, cover dates can be more in tune with the calendar, but the addition of a 'Spring' issue between the March and April issues (to coincide with the Tractor World Spring show at the Three Counties Showground), means that cover dates gets somewhat 'out of kilter' with the calendar. Please accept my apologies if this causes bewilderment and/or dismay.

Before I touch on the contents of this issue, I'd like to thank everyone that has been in touch to comment on the International 523 article. One gentleman told me that when he worked for an IH dealer, a salesman's party trick was to place a threepenny bit on the bonnet of a 523 to demonstrate the smooth running nature of the D-179 engine to potential purchasers and three-cylinder sceptics. I must confess that I had never heard of that being done before and although I doubt that I'll try something similar myself, I will vouch for the engine's smooth characteristics.

On to this issue and as you will have gleaned from the cover, there's a trio of anniversaries to acknowledge. The main one is 70 years of Nuffield tractors and although my experience of them is limited, I did enjoy the short amount of time I spent with a 10/42 several years ago. James Connolly, a self-confessed Nuffield and Leyland fanatic, provides a history of the marque's models and wonders what things would have been like if the company's timeline had taken a different form. There seems little doubt that had research and development been more thorough, the course of events and popularity of Nuffield tractors would have been different.

As for our second and third anniversaries, they conveniently link to make for an interesting comparison.



Farming Photography Ltd.



It's hard to believe that production of Nuffield tractors began 70 years ago and, perhaps more shockingly, ceased almost 50 years ago. Photo: James Connolly.

Once again, my time with both the 60-year old Fordson Power Major and Massey Ferguson 65 has been rather limited, but I have fond memories of the former from my teenage years. A gentleman in the village owned two original examples (both of which I'd be pleased to own today) and my brother and I, along with two friends, ploughed with them and went to a local show on one occasion. With a high top gear, the best looking of the two seemed like a rocket to an impressionable teenager and I remember enjoying my time with it immensely.

As for the 65, I ploughed with a MkI, using an MF three-furrow conventional plough fitted with digger bodies, on a couple of occasions and it was a real treat. The Ferguson System handled the plough without any fuss and although we were working in soft, black soil, which offered little resistance, the tractor still made it look easy.

Also in this issue, Peter Love took in the sights, sounds and smells (of the many patisseries) from Tractomania in France recently and rounds up the action from the British National Ploughing Championships in Warwickshire. Plus, Bob Weir looks over a tractor with a raucous engine and, along similar lines, I chat to Olly Risdon about his International 955 that's powered by a Perkins V8.

As regular readers will know, I'm not a massive fan of 'on-farm' engine conversions, but I liked Olly's approach to this particular one. And no, this has nothing to do with the fact that it's an international! Take a look and I

think you'll appreciate the thought and engineering involved in this project.

Things have been extremely quiet in the Lambert workshop since I last wrote this section of the magazine, as little brother has been contending with some building work at home and I have spent most of my free time at dance rehearsals or competitions. That is with my eldest daughter, I might add! Can you imagine me dancing?

Before I go, I'd like to draw your attention to our Christmas gift guide, on pages 48-49, as it's worth showing loved ones that might be struggling to know what to get the tractor fan in their life. If you don't, you might end up with a pair of socks! And finally, please overlook the fact that our Christmas gift guide is in our January issue!

Until next time!

Scott Lambert

Editor

tm.ed@kelsey.co.uk
www.facebook.com/TractorAndMachinery
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Main cover image: Gary Jones

EDITORIALEditor: Scott Lambert
Tel: 01959 541444
Email: tm.ed@kelsey.co.uk
Art Editor: Anita Waters
Production: Publishing Works**ADVERTISEMENT SALES**Talk Media Sales
01732 445325
info@talkmediasales.co.ukAd Production: A. T. Graphics
Tel: 01733 362704
Email: kelseyspecialist@atgraphicsuk.com
Production Supervisor: Dionne Fisher 01733 363485
Production Manager: Melanie Cooper 01733 362701**MANAGEMENT**Managing Director: Phil Weeden
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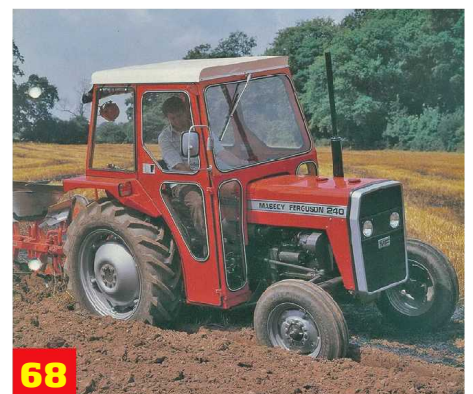
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Anti-corrosion wax proven no. 1 in university test

See how dynax S-50 compares to the competition after 2048 hours in hot salt spray chamber

(All panels right hand sides were solvent cleaned after testing to remove coating and reveal the condition of the steel.)

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Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated





The 65 was Massey Ferguson's response to the Fordson E1A Major – a tractor that had enjoyed considerable success and put Ford ahead in the horsepower stakes. Photo: Bob Weir.

Blue & red turn silver

In 1958, Ford and Massey Ferguson went head to head in Britain with the Power Major and 65. We take a look at both.

Fordson's Diesel Major had certainly given the company a product to take on the opposition. More sophisticated than its predecessors, the N and E27N, the Diesel Major was the ideal machine for the 1950s' farm and one that could be enhanced to take it into the 1960s.

The first modifications came in 1957, when the MkII version was introduced. Offering a more powerful engine, rated at just under 52hp, the Major MkII also sported optional 'live drive' hydraulics following the system's introduction at the Smithfield Show several months before – but it was when the MkIII

came along in 1958 that things got more exciting.

The MkIII, better known as the Power Major, first emerged in July 1958 – but only pre-production models were built to begin with, and in small numbers. Production proper got underway the following month and the tractor was priced at, according to *The Ford Tractor Story: Part One* by Stuart Gibbard, £649.

As for the Massey Ferguson 65, its roots look set to lay in the LTX prototypes under development by Harry Ferguson in the early '50s, but Massey-Harris staff decided

that it was not suitable for the North American market and so the new tractor was developed with the adoption of a larger engine and as many elements as possible from the MF 35 parts bin.

In order to save money, the 35's gearbox was mated to an enhanced Perkins P4 (which became known as the A4.192) equipped with a CAV injector pump and epicyclic reduction gears were fitted to the rear wheel hubs to enable larger wheels to be fitted. The 50.5hp tractor had all the benefits of its smaller brother, but took productivity to the next level. ►



With the revised version of its four-cylinder engine producing 51.8hp and several other enhancements to its existing model, Ford was ready for production of the Power Major to get underway in 1958. Photo: Joseph Lewis.

It was more expensive than the Power Major, at £725, but did more money mean a better tractor? Over the next few pages we'll see what both tractors offered in terms of performance and productivity.

Engine

The four-cylinder diesel in the Power Major was the same as that used in the MkII, but Ford had not publicised it too much, seemingly because the company was holding back until the launch of the Power Major (MkIII) to celebrate the fact that it was the company's first British-built tractor to produce more than 50hp.

The additional power, when compared to the Diesel Major, stemmed from the fact that modifications had been made to the rockers, camshaft, cylinder head and injectors. This gave an output of 51.8hp, which was a significant rating for a tractor of the period. Ford's 220cu in diesel had a bore of 3.937in and a stroke of 4.524in,

generating peak power at 1,600rpm.

It was an engine that started well, even in winter (thanks to the Simms inline injector pump's excess fuel button), was cheap to run and very reliable. It was said to be the cheapest diesel tractor in that power bracket and was well liked by operators.

Similarly, the Perkins A4.192 used in the Massey Ferguson 65 was also well liked. With a stroke of 5in, the four-cylinder engine was a good lugger and essentially a developed P4 fitted with a CAV distributor-type injector pump.

Like its three-cylinder stablemate, used in the MF 35, the A4.192 used injector nozzles that combined both direct and indirect spray patterns and a swirl chamber in the cylinder head. Cold starting was aided by the CAV Thermostart system, whereby a minute amount of diesel was pushed into the manifold and ignited to warm the incoming air.

It too was reliable and made the 65

a very enjoyable tractor to operate, particularly on heavy-draft work.

Clutch & transmission

Although there was little to separate the two tractors in terms of engine performance and reliability, the MF 65 gained a slight advantage when it came to the components that lay aft of the powerplant.

In standard guise, the Power Major was fitted with a dry, single-plate clutch of 11in diameter. Due to the location of the hydraulic pump, within the transmission, there was no 'live drive' unless specified – in which case a dry, double-plate clutch with 12in-diameter main drive and PTO plates was fitted to enable the hydraulic system and power take-off to remain operational when the clutch pedal was depressed.

Not so on the MF 65, which had a dual clutch and, consequently, 'live drive' as standard. The main drive plate was 11 inches in diameter and



Powered by a Perkins A4.192 four-cylinder engine, producing 50.5hp, the 65 was a reliable tractor and a good performer. Photo: Peter Love.

the PTO drive plate was nine inches in diameter.

Both tractors had a six-speed constant-mesh gearbox – with three forward and one reverse ratio controlled by the longest lever and a range lever (high/low) to double the number of ratios available.

At 1,600rpm on standard tyres, forward speeds on the Power Major ranged from 2.07-13.6mph, while reverse speeds were 2.8mph and 5.03mph. The 65, at 2,000rpm and also on standard tyres, had forward speeds between 1.31mph and 14.43mph. Reverse speeds were 1.79mph and 7.15mph. Multi-Power was not available as an option until August 1962, when the 65 MkII was in production.

A further bonus to the 65's specification was the addition of an optional, pedal-operated differential lock, which added £10 to the tractor's price in 1959. The Power Major, unfortunately, was not blessed with such an option. ►

SPECIFICATIONS

	Fordson Power Major	MF 65 MkI
Engine	Ford	Perkins
Power	51.8hp	50.5hp
Cylinders	4	
Bore	3.937in	3.5in
Stroke	4.524in	5in
Capacity	220cu in	192cu in
Clutch	Single: 11in	Dual: 11in/9in
Transmission	6 fwd, 2 rev	
Brakes	Drum	Double dry disc
Power take-off	542rpm @1,200erpm	540rpm @1,500erpm
Length	130.5in	133in
Wheelbase	80in	84in
Width	65in*	72.5in*
Height	573/8in	57.5in
Weight	4,600lb	4,010lb
Front tyres	6.00-19	6.00-16
Rear tyres	11-36	11-32

Note: standard specification shown. * At minimum track



Ford's four-cylinder diesel was well liked for its starting characteristics and as well as having ample power, it was very economical too. Photo: Jonathan Whitlam.

Brakes

Stopping power was becoming more important as tractors got larger and their ability to tow heavier loads increased. The Power Major was fitted with 10in-diameter drums mounted on the bull pinion shafts and had a friction area of 16.8sq in per shoe.

The 65, on the other hand, utilised Goodyear 'Ausco' dry, double-disc brakes with an outside diameter of 7in and a 4in internal diameter. Both sides of the discs were covered in friction material to provide impressive stopping power. They were splined to the half shafts and mounted internally – away from dust

and water – to improve efficiency and longevity. A drain hole in the casing prevented any leaks from contaminating the discs.

Hydraulic system

With Ferguson (and MF) blazing a trail when it came to the three-point linkage, it's hard to comprehend that a hydraulic lift wasn't offered as standard on the Power Major – but it appears that some farmers were still content to use trailed equipment with their new tractors.

When equipped with a hydraulic system, the Power Major could muster a delivery rate of 4.06gpm at 1,400erpm

from a transmission-mounted gear pump. The three-point linkage was designed for Category II implements.

MF's 65 retained the same type of 'Scotch-yoke' pump that had been used in the TE-20, but displacement was increased by 57 per cent and at full engine speed this was capable of delivering almost four gallons per minute.

The Ferguson System hydraulics that were integral to the 65 provided all of the familiar benefits that loyal Ferguson/MF buyers had become accustomed to, such as traction without built-in weight, draft control, overload release and fingertip control, but the tractor was also able to work with both Category I and II implements, thanks to interchangeable ball ends. The lower links also had useful hinged ends to make hitching implements easier.

Power take-off

A 1 $\frac{3}{8}$ in-diameter, six-spline power take-off shaft was standard on both tractors – but offered different arrangements that suited specific requirements. The Power Major's PTO turned at 542rpm with the engine running at 1,200rpm, but a 'raised' PTO could be specified – turning the shaft at 540rpm with the engine at 1,600rpm and increasing the clearance between the shaft and the drawbar at the same time.

An 8 $\frac{1}{2}$ in-diameter belt pulley, located on the right-hand side of the tractor just in front of the footplate, was an option.



When viewed next to the Fordson, the 65's three-point linkage didn't look particularly strong - but it was more than ample and had a superb draft control system.

Photo: Peter Love.

The MF 65 turned the 540rpm PTO shaft at 1,500rpm and 720rpm at 2,000rpm. A ground-speed power take-off was also part of the standard system and provided one revolution of the PTO shaft for approximately 19 inches of forward travel. Both light- and heavy-duty belt pulleys could also be specified.

Steering, track & wheels

Both the Power Major and 65 used a single-arm steering box to transfer inputs from the steering wheel to the front axle. With its 18in-diameter steering wheel and 24.12:1 gear ratio, the Power Major was light enough for a big tractor, but the 65 was a little heavier and definitely benefitted from the optional power-assisted steering (also available on the Power Major).

The turning circle for the Power Major was 27ft 9in without the brakes, while the MF 65's was purported to be 24ft 11in – although there is no reference to this in promotional literature.

Rear track settings for the Power Major and 65 were 52-72in and 52-88in (in four-inch steps) respectively, although Ford literature claimed that rear track width for Power Majors equipped with 13-30 and 14-30 tyres was fixed at 58in.

Standard tyre sizes on the 65 were 6.00-16 fronts and 11-32 rears, while the Power Major was fitted with 6.00-19s and 11-36s.

Operator's platform

Although neither tractor was huge, the Power Major appeared bigger than the 65 due to its larger wheel diameter and the fact that it was more of a step up for those climbing aboard. The Power Major definitely had a more commanding driving position, although the need for this was rather dependent on the type of work being undertaken by the tractor.

The Power Major was a definite improvement over the earlier E1A variants, in that the throttle lever was repositioned under the steering wheel (rather than under the fuel tank) and a new cluster of instruments was fitted in a binnacle on top of the fuel tank. This contained a tachometer, temperature gauge, oil pressure gauge and warning lights.

Once in the seat, an MF 65 driver was kept informed by means of a tractormeter, ammeter and oil pressure gauge. The curved dash panel almost mimicked the Power Major's fuel tank and made it easier to board and alight, but initial access



With 'shell' fenders or the later full mudguards, climbing aboard and alighting the 65 was easy. Photo: Peter Love.



Access to the operator's platform was much tighter on the Power Major, as can be seen in this photograph of a tractor with a Bettinson 'tricycle' conversion. Photo: Jonathan Whitlam.

was better on the 65 due to the lower footplate and the fact that the steering arm did not encroach upon the left-hand footplate, like it did on the Power Major.

Aesthetics

Beauty is, as the saying goes, in the eye of the beholder and so deciding which tractor looks best can only be

determined by you – there's nothing scientific about it!

The Power Major, with its complementary colour scheme, is perhaps the most striking of the two, but there's a lot to be said for the 65's Flint Grey Metallic skid unit and wheels – it's a colour that 'pops' in the right light and adds to the brightness of the red panels. ➤

SERIAL NUMBERS

	Fordson Power Major	Massey Ferguson 65 MkI
Year	Serial no. (start)	
1958	1481091	500001
1959	1494458	510451
1960	1537893	520569



The Empire Blue and orange livery was an improvement on the rather austere E27N and the tractor had a purposeful stance, thanks to its large wheels and commanding driving position. Photo: David Reed.

Due to their North American origin, the 65's panels differed from its smaller stablemate's, but the styling fitted beautifully with the Massey Ferguson look of the time.

There was perhaps more 'panache' to the MF 65, but it could also be said that Power Major looked more purposeful.

With its cast front wheels, side rails and big wheels, the Fordson looked like it meant business and this was emphasised further with the addition of rear wheel weights.

Conclusion

We like to let you draw your own conclusions when it comes to comparisons of this nature, but there's sure to be a blue/red divide when your thoughts are considered. Ford fans will say that the Power Major's engine is a better all-round unit – one of, if not *the* best diesel engine of the era – and Massey Ferguson enthusiasts will say that the blue tractor comes nowhere near the 65 in terms of its hydraulic ability.

There are, as always, pros and cons to both parties – but what we will

say is that they are both still very capable machines 60 years on. Parts availability is good and they are tractors that can be maintained and overhauled relatively easily by those with an adequate level of knowledge.

The Power Major appears to be the cheaper of the two in the current market, but this does not necessarily mean it's the lesser machine. If you're looking for a tractor to plough with, a Power Major might not be the obvious choice – but team it with a plough equipped with a depth wheel and you've got yourself a very capable outfit. As for the 65, it too makes a good ploughing tractor, but the weight of both our featured machines could prove prohibitive if you are towing.

If you're looking at tractors purely as investments, either model in original condition should prove to be a safe buy and the fact that each was only produced for a little more than two years will help in that respect.

If neither floats your boat, the revised versions of both the Power Major and the 65 are worth considering. The Power Major became

the Super Major – launched in November 1960 – and the new tractor featured hydraulic draft control, disc brakes, a revised differential (with lock) and enhanced styling.

Production of the MkII version of the 65 began in December 1960 and amongst the changes was a new, direct-injection engine (the Perkins AD4.203) producing 58.3hp and 169lb/ft of torque. Come August 1962, Multi-Power was available as an optional extra.

Other tractors to consider in this power bracket from the same period include the hard-to-find, and often expensive, David Brown 50D (50hp), the highly regarded International B-450 (55hp) and the underrated Nuffield Universal Four 4DM (53hp).

What is remarkable is that, after 60 years, these two tractors are still so prominent. They may not be as popular as their smaller siblings, the Dexta and 35, but they are noteworthy models that helped their manufacturers take tractors to the next level of power – paving the way for regular power increases that would enable farmers to become more productive and more efficient. ■



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Show appeals to Fordson N owners

The Kent County Agricultural Society is celebrating 90 years of the Fordson N with a large display of the iconic tractor at the 2019 Heritage Transport Show. The Society is appealing to Model N owners to exhibit their tractors at the vintage vehicle showcase on Saturday 6 April 2019.

The Heritage Transport Show will be celebrating its own 10th anniversary and the organising committee wanted to do something to celebrate other milestones within the transport sector. Last year's event featured nearly 1,000 vintage vehicles, including motorcycles, cars, commercial vehicles, buses and, of course, the much-loved tractor.

The organiser, the Kent County Agricultural Society, and its volunteers are keen to get at least 90 Standard Fordson Model Ns to mark the tractor's 90th anniversary. Steve Pike, Chairman of the Society's Heritage Committee said: "The original idea was to get 90 tractors to celebrate the 90th anniversary of the Model N, but it seems

that this number may well be exceeded. All types of Standard Fordson Model N are welcome and indeed we already have a couple of specials booked in."

The event also has a long-standing partnership with the South East Bus Festival, which is expected to attract more than 100 buses and coaches from vintage to modern examples. They will also be celebrating an anniversary with 80 years since the first RT bus was introduced in London. This iconic bus was the model used before the Routemaster took over the streets of London and recognised by tourists young and old.

One of the highlights of the Heritage Transport Show and South East Bus Festival is the 30 or more buses and coaches that will be on hand to provide a free service around the showground, allowing visitors to alight at several special bus stops around the site and reminisce about journeys from their youth or share the experience with new generations.



If you'd like to exhibit your Fordson N at the 2019 Heritage Transport Show, please visit the website (www.kentshowground.co.uk). Photo: David Reed.

Already in the line-up for the Model N celebratory display on 6 April is an ex-Southampton docks shunter and a 1919 Cork-built Model N. The Heritage Transport Show and South East Bus Festival is a perfect opportunity to see just how much transport has changed over the years. All types of vehicles are accepted free of charge if manufactured pre-1990, with those of special interest or that form part of a vehicle club manufactured post 1990 charged £5 to enter.

Tickets for visitors will be on sale from January with pre-show tickets for adults

charged at £8 (£10 on the gate), with under 14s free of charge. The joint events of the Heritage Transport Show and South East Bus Festival help raise money to support the heritage vintage vehicle section at the Kent County Show, the showcase event for the Kent County Agricultural Society. 2019 also marks a special anniversary for the Kent County Show, which will be celebrating its 90th show on 5-7 July.

To find out more on the Heritage Transport Show and to enter your vehicle, visit the website: www.kentshowground.co.uk



The Barriball family presents a cheque for £2,605 to St. Luke's Hospice, Plymouth.

Charity road run

On Sunday 14 October, 49 tractors arrived at The Countryman pub near Launceston, Cornwall, to raise money for St. Luke's Hospice, *writes Mandy Gannon*. The event was organised by Adrian Barriball in memory of Janet Barriball, who passed away earlier this year.

The road run started from The Countryman and went on a cross-country tour around North Petherwin, Maxworthy and stopped at High Cliff, Crackington Haven. It then made its way back to The Countryman for a carvery, which 140 people attended. There was a large raffle, name the bear competition and an auction. One of the auction items was an ATV, which was donated by Trevor Barriball.

The family was invited to St. Luke's Hospice, Plymouth, to give present a cheque for £2,605.

£2M donation boosts research at RAU

PhD research into topics such as growing soybean as a profitable, low-carbon crop will continue to thrive at the Royal Agricultural University (RAU), following a donation of £2 million. The RAU has received this research investment thanks to the John Oldacre Foundation, which supports the agricultural sciences and is a long-term funder of doctoral study at the university.

Two John Oldacre scholars at RAU are already supported by nearly £190,000 and are working on crop science projects that will be of long-term benefit to the UK's food security. The new endowment of £2 million will ensure future research of this kind at the RAU in perpetuity – an estimated two new PhDs per year. It will also enhance links with the agricultural research community, including a collaboration with the National Institute of Agricultural Botany (NIAB).

Pedzisai Nemadziba, from Zimbabwe, one of the current PhDs, is developing strategies for the UK to successfully grow large-scale soybean crops, which have lower reliance on fertilisers and are becoming a growing part of our diet. The majority of the UK's soya is currently imported and genetically modified.

Another student, Caitlin Willis, is "investigating insecticide resistance in UK populations of oil seed rape pests", in this case in conjunction with the non-profit Rothamsted Research Institute. These projects will be supervised by Dr Nicola Cannon and Dr Xianmin Chang.

Dr Nicola Cannon, Principal Lecturer in Agronomy, who is supervising Pedzisai's PhD said: "It is an honour that



RAU PhD student Pedzisai Nemadziba working on the RAU's soybean trial. Photo: Mikal Ludlow.

the Foundation has chosen to build on its already generous support for research at the RAU. It means we can increase our focus on studies that offer benefits to farmers, the environment and the public by improving the carbon footprint of agriculture and reducing input costs."

Professor Joanna Price, Vice-Chancellor of the Royal Agricultural University said: "We are proud to receive this transformational investment in our doctoral research, building on three decades of support for the RAU by the John Oldacre Foundation.

"Investment in PhD students is critical for ensuring that we address future challenges facing agriculture and for the RAU to make an impact in areas like global food security, crop resilience and climate change."

Charity road run

The Vale of Glamorgan Ploughing and Hedging Society held its last meeting for 2018 at the Six Bells Inn, Penmark on 18 October, writes Basil George.

The chairman, Andrew Studley, welcomed those present and thanked the president, Richard Anthony, for his overwhelming support in staging the ploughing match at Sealand Farm, St. Brides Major, in September. In response, Richard Anthony thanked Mr and Mrs Studley for the work they have put in over the years to drive the society forward and make it so successful.

The chairman also thanked the many farmers in the Vale who have supported the society over the years by offering venues for the ploughing events. His aim is to be able to plan the ploughing matches two or three years in advance, bearing in mind that planning for cropping on farms these days is set out years in advance.

The secretary, Sarah Radcliffe, reported that the ploughing events were running more smoothly since introducing the rule that all entries were to be lodged at least two weeks before the events and then printed in the programme. She suggested that programmes should, in future, be

handed to everyone on arrival at the gate of each event.

It was agreed that the number of judges at events should be increased to four. The secretary also pointed out that, while the society is mindful of health and safety, it would be a good idea to have a couple of certified first aiders on hand in case they were ever needed. It was proposed that a meeting of the stewards would be arranged to brief them on procedures.

The treasurer, Rhys Morgan, was very pleased to report that all the bills had been paid and the account balance was in good shape going into 2019, suggesting it might be possible to increase the prize money for 2019 in all classes. It was clear that the money paid to the horse ploughing competitors was money well spent from the public's point of view. He added that the purchase of flags and banners had proved a good move and they will be used for many years to come. He thanked the sponsors and trade stands for their continued support. He finished by reminding all members to renew their membership for 2019.

The chairman announced that the ploughing match next year will take



A scene from this year's Vale of Glamorgan Ploughing and Hedging Society match.

place at Ty Draw, St. Mary Church on Sunday 8 September 2019, by kind permission of Mr Julian Radcliffe. A demonstration of steam ploughing has been booked, as well as several teams of horses, so that visitors will be able to see the various types of ploughing through the ages.

The chairman closed the meeting by thanking the secretary and treasurer for their dedication, and the committee members for their input in making it yet another successful year. He wished all members seasonal greetings and looked forward to meeting them all again in the new year, after a short break.

Information about the society can be obtained from the chairman, Andrew Studley, on 07980 912900 or the secretary, Sarah Radcliffe, on 07976 950680.



Ted Everett with the last tractor to be built at Banner Lane.

Ted Everett retires

Ted Everett, Massey Ferguson's longest-serving employee, has retired following the closure of the company's Audio Visual department at Abbey Park, Stoneleigh. Having retired from full-time work several years ago, Ted continued to work part-time until the AV department closed on Friday 28 September 2018.

Ted's working life began in 1952 when he joined Harry Ferguson Ltd. at Fletchamstead Highway, before continuing through the Massey-Harris-Ferguson era and into Massey Ferguson – where, as a photographer, he was responsible for taking shots of tractors and implements used in promotional material and manuals over many decades.

After working for more than 66 years, Ted is enjoying a well-deserved retirement, but says he will continue to help AGCO if and when required!

The T&M team would like to wish Ted a happy retirement and thank him for the help he has provided the magazine over the years.

Kingsfold Vintage Rally & Kite Festival

The Kingsfold Vintage Rally & Kite Festival took place at Wattlehurst Farm, near Kingsfold, on the Surrey/Sussex border on 29-30 September 2018, *writes Phil Barnes*.

A wide range of interesting exhibits, totalling approximately 600, could be seen and these included cars, motorcycles, buses, commercial vehicles, military vehicles and stationary engines – as well as tractors.



M Smallbone's 1984 Trantor, registration A750 WTU, was one of the more unusual exhibits in the tractor section.

Morville Heath Ploughing Match

Morville Heath Ploughing Match took part on Sunday 14 October at Home Farm, Seisdon, *writes Thomas Wellings*.

The competition started at 10am and continued throughout the day, with barbecued food and refreshments available. Despite the poor weather, approximately 60 tractors attended and monies raised went to the Midlands Air Ambulance.



A wide variety of tractors and ploughs took part in the match.

Record sales for JCB as market rebound stays strong

JCB set new records for turnover and machine sales in 2017 as global markets continued to rebound strongly during the year, the company announced on 1 October.

The Staffordshire-based construction and agricultural machinery maker revealed that its sales turnover in 2017 rose by almost 28 per cent to £3.35 billion (2016: £2.62 billion), while machine sales increased to 75,693 (2016: 66,011). Earnings on an EBITDA basis rose by almost 19 per cent to £341 million (2016: £287 million). Since 1975, JCB's average return on investment has been more than 30 per cent.

The market rebound has continued strongly in 2018, which has pushed JCB global production levels to a

record level of 500 machines per day.

JCB CEO Graeme Macdonald said: "2017 was a very strong year for JCB during which we outpaced the market and set new sales records. While the global market grew by over 21 per cent last year, JCB's sales increased by almost 28 per cent. This growth drove demand across all of JCB's product ranges, in particular for Loadall telescopic handlers, where we are now investing in increased global production capacity."

JCB Chairman Lord Bamford said: "The continued growth in global markets in 2018 has seen JCB production rates reach their highest in our history. Employment levels across our plants are also at record highs and we now employ more than



15,000 people. In the UK alone we have recruited almost 1,100 people this year, which is superb news for JCB and great news for British manufacturing."

JCB has 22 factories around the world, including 11 in the UK and JCB's UK plants now employ a record 7,600 people. In June, JCB revealed it was investing £50 million in a new British plant to manufacture cabs for its machines in Uttoxeter, Staffordshire. The factory will open in 2019.

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Screamin' Jimmy

The Oliver 990 was only in production for three years, but acquired a reputation for its loud General Motors engine. Enthusiast George Wisener, from Ayrshire, is fortunate enough to own one, writes Bob Weir.



The Detroit Diesel Series 71 emitted a very loud noise. Workers often referred to it as a 'Jimmy' - a word play on the engine's manufacturer, General Motors. The engine was fitted with a supercharger and the range took its name from the fact that each engine cylinder had a displacement of 71cu in.



TECHNICAL SPECIFICATION: OLIVER 990

Built	1958-1961
Engine	General Motors 3-71
Cylinders	3
Bore	108mm (4.25in)
Stroke	127mm (5in)
Power	62.7kW (84hp)
Rated speed	1,800rpm
Displacement	3,490cc (213cu in)
Transmission	6 fwd, 2 rev
Wheelbase	202cm (79.875in)
Weight	4,989kg (11,000lb)
Front tyres	7.50-18
Rear tyres	18.4-34

LEFT: This particular Oliver 990 has been refurbished on a number of occasions, and is still in working order.

FAR LEFT: George Wisener with his Oliver 990 - fitted with a Detroit Diesel 3-71 'Screaming Jimmy' engine. The first tractor George collected was an Oliver, and he still likes the marque.

George Wisener needs little introduction to tractor enthusiasts in Scotland, as he was involved in the early days of collecting and restoration. Now in his spritely 80s, his enthusiasm for old classics remains undiminished.

"I started collecting back in the early 1970s," he recalls. "People weren't really interested in restoring tractors back then. Preservation was still in its infancy, and the majority of old machines were being sent for scrap."

George has lived in Ayrshire all his life, and has certainly seen some changes over the years. Before he retired he was a haulage contractor, and originally served his time with a local garage.

"The company was based in Kilmarnock, and was the main Ford dealer for the area," he said. "I

spent many happy years working on Fordsons. When they decided to sell off the tractor side of the business, I went self-employed and worked for myself until I retired."

George's family has a farming background, which is how he first got interested in tractors. "My father was a ploughman back in the days when they were still using horses," he explained. "Like a lot of his colleagues he was very sceptical about tractors, and would not even sit on the machines. Farm hands in those days liked working with animals, and my father often talked to the horses when he was out in the fields. He would even take some extra bread in his lunchbox to share with the horses, when they took a break.

"Looking back, it was a different way of life. The holdings were a lot smaller back then. Mechanisation was

rudimentary, and farms needed a lot more workers. Although tractors had an increasing role to play, the jobs were still labour intensive. Three years working on the same farm was a long time for a ploughman, and you got used to moving from one holding to another. When I was growing up I must have gone to several different schools, which is probably the reason I can't spell!"

Even when they were still at school, boys like George were expected to put in a shift around the farm. "I would feed the hens and muck out the byres before I went to school, and do a repeat performance at the end of the day," he recalls. "Life in the countryside moved at a much slower place, but all that changed when I moved to the busy town of Kilmarnock to start my apprenticeship."

A new interest

Tractor shows north of the border were still few and far between when George first took up collecting, and he used to travel to steam and tractor rallies down in England. "I started going to the Astle Park Traction Engine Rally in Cheshire every year," he recalls. "Looking back it was great fun. I made plenty of new friends, and I've still got pals all over the country. Apart from the steam engines, I also got to see lots of different tractors, which further aroused my interest."

By coincidence George's first tractor was also an Oliver, a model 80 row-crop. ➤





The relatively high driving position gave the operator good visibility.

"I can still remember the Oliver, as if it was yesterday," he said. "The tractor was located in the south of England near Portsmouth. I remember jumping into my lorry, and going down the motorway to pick it up. It was a 900-mile round trip, but worth it in the end. I've never been concerned about travelling distances, if the right tractor comes along."

Although George likes all old tractors, one of his favourite marques is International. "This goes back to the days when I was growing up," he recalls. "One of the local farms had a Farmall A, and I learned to drive on the tractor well before I left school. It's the way things were back then. I really liked the Farmall, and I've had a soft spot for International tractors ever since."

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A BRIEF HISTORY OF THE 'SCREAMING JIMMY'

In the late 1950s, Oliver started experimenting with engines made by other manufacturers. The company was looking for a high-horsepower engine to keep pace with the competition. After rigorous planning and testing, it chose a General Motors diesel.

The Detroit Diesel Series 71, as used in the Oliver, was a two-cycle, three-cylinder diesel engine. Oliver already had some experience with this unit, as a version had been used on the Super 99. The Series 71 was a versatile engine, and was used in different military and marine applications. The engine also had a long career span, and was in production from 1938 to 1995. These engines were built in a number of different configurations from one to six inline cylinders, and V-types from six through to 24 cylinders.

The two largest V units used multiple cylinder heads per bank, to keep the head size and weight to manageable proportions. The V16 used four heads taken from the four-cylinder inline model, and the V-24 four heads from the inline six-cylinder model. This feature also helped keep down the overall cost of these large engines, by utilising parts from the smaller units.

When the engine was used in the Oliver 990, the tractor weighed approximately 11,000lb (with heavy rear hubs and ballast), and could deliver 65hp at the drawbar. This made the 990 ideal for heavy tillage, and other drawbar work. If fitted, the engine could produce 84hp at the PTO.

Aside from the engine's rugged performance, it soon acquired a reputation for its loud noise. This was mainly down to the two-cycles, with intake and exhaust taking place during part of the compression and power strokes respectively.

The engine block is a hollow air intake chamber, and the sleeves have air ports in the middle. This allows the blower to blow air into the system. The engine was also fitted with dual air intake breathers. Because the air is forced internally, the engine does not have intake valves, only two exhaust valves per cylinder.

The engine was also fitted to another Oliver-built tractor, the Massey Ferguson 98. The two tractors were almost identical in all but name, and the only differences were the type of sheet metal used, colour scheme, grille configuration and seat.

George particularly likes the International A14 Shop Mule, which he has owned for more than 40 years. "I've lost count of the number of tractors I've owned during my lifetime, but I've never been tempted to part with the 1939 Shop Mule," he said. "I believe it was owned by the US military at some point, and spent time just up the road at Prestwick Airport. It was then sold to a local seed merchant, and stored away for many years. The merchant refused to part with the tractor at first, but I eventually wore him down. I acquired the Mule in 1978, and spent a year restoring the machine."

Like many enthusiasts of his generation, George picked up his restoration skills on the job. "Most young men of my age were brought up on farms, and were used to handling tools," he recalls. "You didn't have time to pop round to the local garage, and had to learn on the job. The machinery was also a lot less complicated back then. I even used to paint all my tractors by hand, and the same went for my lorries when I went self-employed. There were plenty of spray booths back then, but I preferred to use a paintbrush. It's probably no coincidence that my lorries were all

painted red and white, same as the International tractors."

Downsizing

George used to keep anywhere up to 20 tractors at a time, but has scaled this back now he is getting older. "The tractors were just sitting around my yard doing nothing, so I decided to move a few on," said George, who is a founder member of the Ayrshire Vintage and Tractor Machinery Club (AVTMC). "Tractors are working



The 990 was the largest in a new range of models that was introduced in 1958.

machines, and are there to be used. There was also the problem of storage. We get a lot of rain in Ayrshire, and that's not very good for a tractor's tinwork. I now only keep three machines, the 990, Shop Mule, and an International 660 that is in the process of being restored."

George acquired the Oliver back in 2017. The tractor was built in 1959, and spent its early years in Canada. It was then imported into the UK by the late Bob Pettigrew from West Kilbride, in North Ayrshire. Mr Pettigrew carried out a bit of a makeover, before moving the tractor on to enthusiast Alex Steele from Fife. Mr Steele made a few more improvements, before selling the tractor to John Harkness from Lanarkshire in 2005. George then purchased the tractor, and returned it to running order.

"I particularly liked the tractor because of the Detroit diesel," said George. "It makes quite a racket, but the unit is very reliable. Mr Harkness didn't do a lot with the Oliver while he owned it, and it was left to stand behind a hedge for 12 years. I'm still doing some bits and pieces to the tractor, but it is basically running the way I want.



George's 990 is fitted with 7.50-18 front tyres and 18.4-34 rears.

"Most of the work was spent just tidying it up. I'm not interested in restoring the 990 to concours condition, because I think this is a waste of time, money and effort. The Oliver is fun to drive, and that General Motors engine certainly has plenty of power. The steering and handling are also fine."

George still likes to show the Oliver at rallies, and used to be a dab hand at road runs. "I don't take part in as many runs as I used to in my younger days," he explained. "I still turn up to club events but spend most of my time



One of the other tractors in George's collection is this interesting International 'Shop Mule', which he has owned for 40 years.

guarding the other owners' trailers, so that they don't get stolen."

Before I took my leave, George showed me his superb collection of scale model lorries and tractors. He has witnessed many changes over the years, but is of the opinion that the classic tractor movement is in safe hands. He also has no intention of slowing down in the near future.

"These old tractors keep me going," he explained. "They have given me a lot of pleasure over the years, and I intend keeping up the hobby for the time being." ■



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70 years of Nuffield tractors

Nuffield enthusiast James Connolly looks back at the history of the company's tractor production.

2018 marks the 70th anniversary of the production of Nuffield tractors, which began in 1948. In March 1946, Sir Miles Thomas, Managing Director of Morris Motors, announced to the farming world that the company was planning to produce agricultural tractors. These now iconic machines, with their Poppy Orange colour scheme, were to be known as Nuffield tractors.

The popularity of the Lend-Lease scheme for tractors and implements

from the USA during WW2, which played a vital role in the war effort, proved that British agriculture had to move with the times. Farming and efficient food production was now more reliant on tractors and machinery. The horse-powered implements and manual labour in the farming system during the pre-war years was coming to an end.

The necessity for British tractor manufacturing was important and long term would be beneficial for the economy.

Further, the Labour government of the time was keen that British farmers would have the ability to feed the nation, rather than being dependent on costly foreign food imports. ➤

ABOVE: Nuffield's first models - the M4, M3 and M3V (V-twin front wheels) - were produced from 1948-56 with 1 38hp Morris side-valve engine, powered by TVO, while the PM4 and PM3V (1950-57) used a petrol-powered version of the engine, producing 48hp.

It provided financial assistance to farmers to help towards providing more mechanisation and modern farming techniques.

Due to the shortage of raw materials after WW2, it was 1948 before Nuffield tractor production commenced at the old Wolseley car plant in Birmingham, known as Ward End. During 1947 pre-production development of the new Nuffield was on going and when the Ward End plant started production in 1948, the tractors being built were well tried and tested.

Two men were responsible for the main design work on the new Nuffield tractors; Mr Claude Culpin and Dr Herbert Merritt. Dr Merritt was well known for the work he had carried out on tank design during WW2. Strength and reliability of components built into a sure and sturdy cast frame were vital attributes in the tank production. These characteristics were incorporated into the new Nuffield Universal tractor design.

Interestingly, Dr Merritt had worked for David Brown tractors, and the two tractor brands followed similar design patterns. They both used engines mounted inside a cast frame, which meant that components, like clutches, could be changed without the need to split the tractor. They both used similar clutches that had a hand-operated lever used to engage and disengage the PTO. Borg & Beck clutches were used on Nuffield and David Brown tractors, while the latter also used Laycock units depending on the model. The common heritage links are there to see in these two famous British tractor brands.

In 1948, Nuffield Universal tractors were fitted with two different types of Morris engines, which were as follows.



The Perkins P4-powered DM4 and DM3V were introduced as diesel became an attractive option for farmers. They were rated at 45hp.

The M4 was a four-wheeled tractor, while the M3 was a three-wheeled tractor. Both were fitted with a TVO-powered engine rated at 38hp. The PM4 and PM3 models, introduced in 1950, were the same tractors fitted with a petrol-powered side-valve engine rated at 48hp. They all used a five forward and one reverse transmission, built and designed by Nuffield.

As the 1940s came to an end, TVO-powered engines were being replaced by diesel engines. In 1950, the Nuffield tractor was being offered with a Perkins P4 engine known as the DM4 and DM3 tractors, rated at 45hp. In 1954 BMC introduced its own diesel engine, rated at 56hp, and this was

fitted in both the DM4 and DM3V tractors. As time passed, improvements to the hydraulics and three-point linkage were made as the Nuffield tractor evolved.

In 1957, Nuffield launched the Universal Three rated at 37hp and Universal Four rated at 53hp. On a personal note, this was when my father bought a new Universal Three from Stevenson Bros. in Lisburn – the main Nuffield tractor dealership in Northern Ireland. The tractor was used for general farm work and to cut silage with a JF single-chop harvester and trailer, on his dairy farm close to Saintfield, Co. Down.

With its lively three-cylinder engine and distinct sound, it stood out for me and it was one of the first tractors I remember on the farm. It was a great tractor and served the farm well for many years, as its role on the farm changed as time progressed.

A move north

As the '50s ended, tractor power requirements were on the increase, resulting in Nuffield introducing two new models in 1961; the 3/42 rated at 39.8hp and the 4/60 rated at 57.5hp.

The years 1962 and '63 were a transition period for BMC, as Nuffield tractor production moved from Ward End to a new factory in Bathgate, Scotland. It is purported that the three-cylinder engine continued to be built in Birmingham and transported to Scotland up to 1968.



In 1954, the P4 was replaced by a 3.4-litre BMC diesel rated at 56hp.

At the time, Bathgate was seen as an employment blackspot, due to the decline in the coal industry. Government policy included job provision for local people by encouraging new industry into the area. BMC/Nuffield received government assistance for moving the tractor plant to Bathgate. The move was to a larger factory, which in theory meant that the company could increase Nuffield tractor production to levels not possible at Ward End.

In hindsight, this may not have been the best move for Nuffield. At the Bathgate factory time was needed to train the new workforce in tractor production. Parts suppliers and back-up services had been easily accessible at the Birmingham factory, but there were not as readily available at the new Bathgate factory. Components not manufactured at Bathgate had to be transported by road or rail from the Midlands, which increased production costs.

This is not a criticism of Bathgate or the workforce, but it was inevitable that problems would arise with such a large-scale move. It took time to adjust to the new site and working methods, which inevitably had an effect on production.

Nuffield had opened a new chapter in tractor production and the Scottish-built tractors took the company into a promising new era in the '60s. In 1964, the next development for the Nuffield range was in the transmission department, with the introduction of the 10-speed gearbox, which gave 10 forward and two reverse gears.

Improvements were also made to the brakes, as there was a move from the brake shoe system inside a brake drum, to a dry disc system operated by expanders inside a brake housing, which was located on a splined shaft on the axle housings. These tractors were known as the 10/42 and 10/60 and were rated at 42.7hp and 57.5hp.

To its credit, the Bathgate workforce rose to the challenge in producing good-quality tractors and the future looked bright for the Poppy Orange-coloured machines. In 1965, Nuffield progressed to launching the new small BMC Mini range of tractors, with a 15hp 950cc BMC diesel and, in 1967, a 20hp petrol-powered engine. These were aimed at the market gardener, small farmer and local authorities. They were designed with assistance from Harry Ferguson Research Ltd., Coventry, and in many ways were similar looking to the TE-20 in styling.

With the BMC Mini tractor painted in the Poppy Orange colour scheme



The Universal Three (pictured) and Universal Four used 2.55-litre three-cylinder and 3.4-litre four-cylinder diesel engines respectively. Power output was 37hp and 53hp.



Introduced in 1961 to replace the Universal Three and Four, the 3/42 and 4/60 (pictured) models produced 39.8hp and 57.5hp respectively from their 2.8-litre and 3.77-litre BMC engines. They were the last tractors to use the five-speed transmission.

and teamed with Old English White-coloured wheels, this was a look that would soon be familiar on the larger Nuffield tractors. The only issue with these small tractors was that they were slightly underpowered and did not sell as well as expected.

Towards the end of the 1960s, the final major changes were made to the Nuffield tractor brand. No major changes had been made to the overall styling of the tractors since 1948 and although the 10/42 and 10/60 were good tractors and were selling reasonably well, they were becoming dated in the market place.

Ford and Massey Ferguson had recently revamped their ranges, and in a bid to keep up, Nuffield again turned to Harry Ferguson Research Ltd. for design updates. In 1967, the radically different-looking 3/45, rated at 45hp,

and 65hp 4/65 were launched.

The new styling was completely different to anything that had gone before and the new range of tractors was the last in the famous Poppy Orange colour scheme and also the last to bear the Nuffield name. The new look proved not to be popular with some Nuffield dealers and owners, who were loyal to the brand.

Reliability

Reliability issues caused another major problem at this time. In particular, vibration issues arose in the 3.8-litre BMC engine that was fitted to the 4/65 model. Although a reliable unit in the 10/60, the engine was now generating 65hp and was proving troublesome – with overheating issues and engine vibration problems, causing engine mountings to crack and ultimately fail. ►

Panels fitted around the engine compartment constantly vibrated when working hard and this even caused the Nuffield name badges to fall off on some tractors.

The 3/45 engine did not suffer in the same way as the 4/65 and, in general, was more reliable. I feel it was likely that the new style would have grown on Nuffield owners, but it was the reliability problems that caused considerable damage to the Nuffield reputation.

In 1968, Nuffield set about sorting out the problems encountered with the 3/45 and 4/65 MkI tractors. The vibration issues and overheating problems that had blighted the early tractors were slowly being resolved. The fitting of a set of harmonic balancing shaft gears to the last 3.8-litre BMC engines had cured the vibration issues. Better fan blades, as well as improved fan belts and pulleys, went a long way to help the cooling problems in the tractors.

The placing of the fuel tank in front of the radiator in the 3/45 and 4/65 tractors was not a good design feature. The problem with airflow getting through to the radiator was not finally cured until the tank was re-positioned in the new Leyland tractors that were launched in 1969. The MkII 3/45 and 4/65 Nuffields came with silver decals fitted around the edge of the bonnet and dispensed with the badges fitted to MkI models.

In my opinion, Nuffield did not do proper field testing and therefore paid the price in respect of reliability



Produced from 1964-67, the 10/42 (pictured) and 10/60 were 10-speed versions of their predecessors. The 10/42 saw an increase in power over the 3/42 to 42.7hp.

and its reputation. This was not the first time that the lack of proper field testing caught out manufacturers. Ford suffered some reliability problems when it launched the 6X range of tractors and later Leyland also had problems with the six-cylinder tractors that showed up flaws immediately when the tractors were put to work. This indicated that test rigs and what were deemed as work trials by test engineers, were not a good enough and realistic form of testing and did not push the tractors to the limit when compared to real farm work, which is the ultimate test for any tractor or machine.

Bearing in mind the negative

comments detailed above regarding the 4/65 Nuffield, I would like to say that I really like the styling of this model and I actually own a MkII tractor, as it is one of my favourite Nuffield tractor models. I feel they look superb when fully restored in their Poppy Orange colour scheme, along with their white wheels. In my opinion, when sorted out mechanically, they are a nice tractor to drive and an excellent tractor to bale hay with. Almost 50 years after production of this model ceased, and bearing in mind it was made for only two years, the 4/65 is now very collectable and popular amongst Nuffield enthusiasts. How times have changed!

Nuffield also re-launched the Mini



New styling was introduced for what would become the last range of tractors to bear the Nuffield name. The 3/45 and 4/65 (1967-69) delivered 45hp and 65hp respectively, while the little 4/25 (1968-69) used either a BMC petrol or diesel engine to produce 28hp and 25hp respectively.



Cantatore, the Italian importer of Nuffield tractors, produced four-wheel drive variants using axles from WW2 vehicles. The 4/70 Super, pictured, was one such model.

tractors with new 25hp diesel and 28hp petrol engines in a bid to increase sales in this range. This did improve sales in this area of the market. The tractor was known as the 4/25 and had a silver stripe around the bonnet, just like its larger sister models.

As the decade drew to a close, large-scale changes were about to come into play at BMC, with the announcement that a new company was to be formed – namely British Leyland. The main casualty in this major shakeup was that the Nuffield name, and the Poppy Orange colour scheme that had been in existence for 21 years, were sadly soon to become a thing of the past. A similar fate would befall other British manufacturers in the years to come.

A new name

In December 1969, Nuffield tractors became the new Leyland tractor range, launched at the Royal Smithfield Show in London. The colour scheme was now two-tone blue with silver wheels, with a new bonnet, side panels complete with a different front panel, plus a new silver front grille to enclose the headlights.

The 3/45 was now a four-cylinder model, known as the Leyland 344. The flagship model became the Leyland 384, which replaced the 4/65. The only recognition of the past heritage

was the small Nuffield name above each model number on the new decals fitted on the side panels of the new tractors.

During its 21 years of production, Nuffield never built an official four-wheel drive tractor. Although prototypes were developed, based on the Universal Four, unfortunately none of these were ever produced. Instead, Nuffield left it to others to convert its tractors to four-wheel drive. One of those to do so was the Italian importer of Nuffields and it converted quite a few tractors to four-wheel drive. These were known as the Cantatore Nuffields. Models like the Universal Three, Universal Four, 4/60, 10/60 and even the 4/65 were all converted by the Italians. The company used WW2 surplus axles from GMC trucks and took the drive from the gearbox, via a drop box at the bottom of the gearbox housing, using a centre-mounted driveshaft to power the front axle.

Some of the Cantatore tractors have made their way to the UK and Ireland and are in the hands of Nuffield collectors and enthusiasts. As a Nuffield enthusiast myself, it is interesting to see these tractors and I often wonder what sort of four-wheel drive tractor would have been produced had Nuffield chosen to enter this market with a factory-built model.

The other company to convert Nuffields to four-wheel drive was Bray of Feltham, Middlesex. It used a system that incorporated equal-sized wheels based on the front axle used in its loading shovels. The company converted 10/60 models using this system and they were impressive machines. Although the turning circle was quite large on these tractors, as I discovered when driving a Bray conversion, these tractors could certainly match the grip performance levels of any of the other four-wheel drive competitors at the time.

Bray produced a prototype six-cylinder tractor, known as the 10/90, and it is my understanding that only one was made. I saw this tractor at the Newark Vintage Tractor & Heritage Show a few years ago.

Nuffield 4/65s were also converted by Bray between 1967 and '69. Bray later went on to convert Leyland tractors, such as the 384 and 270.

One other interesting point to note is that JCB was another manufacturer that, during the 1960s, used Nuffield skid units in the production of its very successful backhoe excavator range. This really was the ultimate conversion of a Nuffield and later Leyland tractors, bearing in mind the large number of machines built by JCB. ►

BRITAIN'S GLORY YEARS: ANNIVERSARY

Lucas had developed and built a torque convertor transmission for use in the Nuffield tractors and although not put into production in the agricultural tractors, it was used by JCB in some of its excavators, as an alternative to the standard transmission. This arrangement of using Nuffield, and later Leyland skid units, lasted to the late '70s. In 1980, JCB started using its own skid units and Perkins engines in the 3CX.

To conclude, the Nuffield story officially came to an end in 1969. In truth, the initial design features lived on in the four-cylinder Leyland tractor models of the 1970s, as well as the last four-cylinder Marshall models of the 1980s. These tractors still used virtually the same cast frame design and Borg & Beck clutch units first developed for the Nuffield tractors built at Ward End in 1948.

It is interesting that John Deere modernised and improved on the concept to use a modular frame design, with the engine placed inside a strong frame for its tractors. The models have propelled John Deere to market leader status in recent years and so perhaps Dr Merritt and Mr Culpin were, from an engineering design point of view, ahead



Bray, famous for its loading shovels, produced four-wheel drive conversions of Nuffield models using equal-sized wheels.

of the times with the initial design of Nuffield tractors back in the late 1940s.

Nuffield tractors have a popular following, not only in the UK and Ireland, but also in many parts of the world. This proves that these tractors were a sales success worldwide and also an important revenue generator for Britain – something that those associated with Nuffield's past should be proud of.

As 2018 draws to a close, many owners and enthusiasts have celebrated the 70th anniversary of Nuffield tractor production with special events. These have been held all over the UK throughout the year, to mark the special occasion. We should all be very proud of this once very popular and successful British tractor manufacturer. ■

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Model corner

The latest from the scale model world

Tractor World Autumn



This stunning Ransomes baler, built to two-inch scale, secured the runner-up position in the 'Scratch-built/modified model display' class for Colin and Margaret Ellis.



Just one half of Michael Cann's New Holland dealership display.

Amongst the tractors and implements on display at Newbury Showground on 6-7 October was a fine selection of dioramas and scratch-built models for fans of miniature farm machinery.

The standard continues to improve and with so many impressive displays,

the judges had a hard time choosing a winner and runner-up in each of the two model categories. The eventual winner in the 'Model display' category was Dave Artur, with his 1970s and '80s farming scene pipping Michael Cann's New Holland dealership display to the top spot.

In the 'Scratch-built/modified model display' class, Maureen Cook claimed the top prize for her knitted village (yes, you did read that correctly) and Colin and Margaret Ellis took the runner-up spot for their two-inch scale Ransomes baler.

Here's a selection of the model displays from Tractor World Autumn.



Two of the elements that made up Dave Artur's class-winning display.



Colin Drew's silage clamp scene was particularly impressive.



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Challenging conditions



Unexpected and very challenging weather conditions tested Britain's ploughmen and women in the 68th British National Ploughing Championships at Austrey, Warwickshire, on 13-14 October. Peter Love reports.



Hugo Hoyle from Abingdon enjoying his lunch on the Saturday. He went on to finish third in the Classic Ploughs class on the Sunday. This is an excellent result for a Fordson tractor in this class.

As Storm Callum hit the United Kingdom, high winds on the first day of the British National Ploughing Championships, followed by rain on the second day, challenged not only the competitors, but also the organisers and everyone involved in other capacities at the event. Unfortunately, many of the trade stands and shopping stalls were unable to erect their marquees and gazebos in the high winds on the first day. On the second day, heavy rain forced the Steam Plough Club, which had 23 engines taking part in its Great Steam Challenge, abandon plans for the Sunday – when the actual challenge was due to take place.

Their results were taken from the Saturday practice programme, with the winning team, from West Kent, ploughing on plot five/G. The crew consisted of Tracy Vine, Douglas Fitzpatrick, Ian Stewart and Andrew



Dan Bartle from Besthorpe, Nottinghamshire, with his Fordson Standard N and Ransomes TS4A on the Saturday in the Trailed Ploughs class.

LEFT: Trevor Johnstone finished third in the Trailing Vintage Ploughing class.



John Broomfield, from Buckland in Oxfordshire, with his Massey Ferguson 65 and Ransomes RSLD No. 9 in the Oat Seed Furrow Ploughing on the Saturday.

Pierce, with Peter Denham on the plough. The engines used were owned by Richard Pierce and Peter Stanier, based at Hadlow near Tonbridge, Kent; an 1861 Fowler (2861) and an 1877 Fowler (3195), both 8hp single-cylinder engines that spent their last working period in Worcestershire, where they were bought from the late John Collins 35-plus years ago.

More importantly, the Shallow Ploughing Champion was ex-Formula Ford racer Peter Denham from West Kent, who took the Mike Beeby Cup. One has to say that operating a rope pulled anti-balance plough is not an

easy thing whatsoever and needs a tremendous amount of skill, which Peter has.

In the Reversible Championships, Peter Alderslade from East Bolden, Tyne & Wear, took the honours for the seventh time using a Valtra/Kverneland combination. It was an extremely close contest as Peter beat last year's Champion, Mick Chappell from Yorkshire, who was using a Kubota tractor and Kverneland plough, by just one point. Four points back was another previous champion in the shape of Cornwall's Ian Brewer with his Case IH and Kverneland combo. ►

RESULTS:

Reversible Final Plough-Off

- 1 Peter Alderslade, Tyne & Wear, 317
- 2 Michael Chappell, S. Yorkshire, 316
- 3 Ian Brewer, Cornwall, 313

Conventional Final Plough-Off

- 1 David Chappell, S. Yorkshire, 278
- 2 Simon Witty, N. Yorkshire, 269
- 3 Evan Watkin, Powys, 258

Vintage Trailing Final Plough-Off

- 1 Ray Alderson, Co. Durham 272
- 2 John Crowder, Lincolnshire 258
- 3 Trevor Johnstone, Cumbria 244

Vintage Hydraulic Final Plough-Off

- 1 Richard Ingram, Warwickshire, 280
- 2 George Black, Berwickshire, 249
- 3 Philip Allman, Staffordshire, 246

Vintage Classic Final Plough-Off

- 1 Jon Cole, Herefordshire, 235
- 2 David Thomlinson, N. Yorkshire, 230
- 3 Carl Fretwell, S. Yorkshire, 227

Supreme Champion: David Chappell

Horse Ploughing Champion: Jim Elliott
Young Farmers Champion: Stuart Vickers

High Cut Champion: Shaun Garrod
Vintage Champion: Richard Ingram

Qualifying to represent England in 2019 will be:

Peter Alderslade & David Chappell in the World Ploughing Contest in USA
Michael Chappell & Ian Brewer in the European Reversible Ploughing Championships
Ray Alderson, Richard Ingram & Jon Cole in the European Vintage Ploughing Championships

Class 1: One-Way Ploughing

- 1 Ian Brewer, Cornwall, 302
- 2 Peter Alderslade, Tyne & Wear, 296
- 3 Michael Chappell, S. Yorkshire, 294

Best Young Farmer

- 1: Billy Purkiss,
- 2: Edward Foster-Johnson
- 3: William Retter

Class 2: Semi-Digger Work (2 or more furrows)

- 1 David Chappell, S. Yorkshire, 294
- 2 Nigel Vickers, Cheshire, 291
- 3 Evan Watkin, Powys, 277

Best Young Farmer

- 1: Stuart Vickers
 - 2: Tom Duncan
 - 3: Ellie Bullard
- (continued overleaf)

Class 3: Trailing Vintage Ploughing

- 1 Ray Alderson, Co. Durham, 252
- 2 John Milnes, S. Yorkshire, 245
- 3 Trevor Johnstone, Cumbria, 239

Best Young Farmer

- 1: James Cook

Class 4: Hydraulic Vintage Ploughing

- 1 George Black, Berwickshire, 253
- 2 Colin Hewetson, Cumbria, 245
- 3 Richard Ingram, Warwickshire, 232

Best Young Farmer

- 1: Tom Smith
- 2: Fraser Cartwright
- 3: Fergus Simster

Class 5: Classic Tractor Ploughing

- 1 Jon Cole, Herefordshire, 267
- 2 David Thomlinson, N. Yorkshire, 254
- 3 Hugo Hoyle, Oxfordshire, 241

Best Young Farmer

- 1: Robert Morgan
- 2: David Pritchard
- 2: George Richards

Class 6: Oat Seed Furrow Work (Tractors)

- 1 Shaun Garrod, Norfolk, 243
- 2 Derek Needham, Norfolk, 228
- 3 Stephen Swales, N. Yorkshire, 224

Class 7: Horse Ploughing - General Purpose Work

- 1 James Elliott, Co. Durham, 236
- 2 Roger Smith, Powys, 214
- 3 Malcolm Kerswell, Devon, 205

Class 8: Horticultural Ploughing Championship Points

- 1 Shane Parry, Hampshire, 232
- 2 Brian Carter, Cheshire, 229
- 3 Graham Brown, Leicestershire, 226

Class 9: Ferguson Ploughing Championship

- 1 John Kitching, Leicestershire, 250
- 2 Huw Enoch, Herefordshire, 239
- 3 Richard Birkbeck, Cumbria, 230

Class 10: Ford & Fordson Ploughing Championships

- 1 Stephen Jones, Anglesey, 255
- 2 John Lewis, Powys, 239
- 3 Terrence Stinson, Essex, 227

Class 11: David Brown Ploughing Championships

- 1 Janet Vickers, Cheshire, 245
- 2 Keith Stone, Wiltshire, 241
- 3 Bill Banks, Merseyside, 239



Something different! This 'RGA Chimera' features a Peugeot 1,769cc 60bhp engine coupled to Peugeot BE1 five-speed transmission mated to a Class combine front axle. The hydraulic system comes from a Ratcliff tail lift and the steering box comes from a Ford Transit. The rear wheels are from a Matbro loader.

The British National Conventional Championship was won by David Chappell from Doncaster, South Yorkshire, for the fifth time. David ploughed with his Massey Ferguson 255 tractor and a Kverneland plough which has been painted pink, as he has been raising money and awareness



George Black took second spot in the Vintage Hydraulic Final Plough-off with his MF 35 and Ransomes TS59.



Conditions were very tough on the Sunday. Gordon Harries from St. Florence, Tenby, is seen here with his International B-250 and Ransomes RSLD No. 9 plough in the Trailing Ploughs final.

for Breast Cancer Now through PloughForLife.

Runner-up was ex-world champion Simon Witty from Filey, North Yorkshire, and third was taken by Wales' top ploughman Evan Watkin from Newton, Powys. Unfortunately, the defending British Champion Ashley Boyles, who did so well in the 2018 World Ploughing Championship in Germany (5th), could not compete owing to a broken ankle.

In the vintage sections, the Vintage Trailing Championships was won by Ray Alderson from Darlington, Co. Durham, who ploughed with an International B-275 and Ransomes RSLD. Second place was John Crowder from Torksey, near Lincoln, with his Fordson N and homemade Ransomes plough. John finished one better than last year in the testing conditions. Will he make it to the top next year? In third place was Trevor Johnstone from



Peter Stone with his Fordson N and Perkins conversion ploughing with an RSLD No. 9 in sticky conditions.



Even former champions didn't find it easy on the day!

Wigton, Cumbria, using his Fordson Standard N with new gear ratios and E1A diesel power. It looked superb and a credit to Trevor. John Milnes was having a difficult time coping with the conditions – his MF 35 suffering from wheel spin when climbing the hill.

The Vintage Hydraulic Championship was won by local man Richard Ingram from Atherstone, Warwickshire, who had his faithful companion, Joey, by his side on the MF 35/ Ransomes outfit on the Saturday. Despite the conditions, he enjoyed a 31-point lead over Scotland's George Black from Earlston, Berwickshire, with Phil Allman from Stafford in third. Richard certainly deserved to take the coveted 2018 British Vintage Champion award too.

Dogs must be a lucky charm, as spaniel Rosie rode with Herefordshire's Jon Cole as he took the Vintage Classic title for the second year in a row with his Nuffield 10/42 and Ransomes TS86 outfit, beating Ford man David Thomlinson into second place and David Brown

'king' Carl Fretwell into third.

The overall High Cut Ploughing Champion was Shaun Garrod from Norfolk, but it was a close thing as he only finished third on the Sunday.

The Supreme Championship title is judged independently from the Championship winners and was won by David Chappell. It was a family affair as the trophy he won was the Ken Chappell Trophy and his brother Ken presented it to him.

Another family to take note of was the Vickers from Cheshire. Nigel was placed fourth in the conventional championship, his wife, Janet, was the proud winner of the David Brown class and their son Stuart was fifth in the conventional championship and also won the YFC Championship.

Sue Frith, chief executive of the Society of Ploughmen, organisers of the Championships said: "We are very grateful to our hosts, William Corbett Farms and John Upperdine for the loan of their land, but we are so disappointed that the weather was against us this

Class 12: Crawler Tractor Ploughing

- 1 Graham Soper, Devon, 247
- 2 Chris Armstrong, Staffordshire, 245
- 3 Roger Nicholls, Somerset, 228

Class 13: Oat Seed Furrow Work (Tractors)

- 1 Derek Needham, Norfolk, 239
- 2 John Broomfield, Oxfordshire, 238
- 3 Shaun Garrod, Norfolk, 233

Note: In the case of a tie, the countback system is used to find the place winner.



Graham Soper is an old hand and it came good for him again in 2018 when he took the win in the crawler class with his Cletrac HG42 and Ransomes RSLD No. 15.

year. We were delighted to be back in Warwickshire and all the signs were showing we would probably have had record crowds, but it just wasn't to be."

She also thanked the event sponsors: Firestone, Maxam, Briarwood Products, Cheffins, Cotterill Drainage, Howkins & Harrison, Ivor King and Sharnford Tractors. "Without the help and support of our sponsors and our volunteers, who travel from all over the country to be with us, it would be impossible to stage the Championships." ■



David Chappell won the Conventional Final Plough-off and will represent England at the World Ploughing Contest 2019, in the USA.



Shaun Garrod (centre) won the Oat Seed Furrow class, with a first and third being enough to take the overall title.

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Send your drawings to: 'Junior', Kelsey Media, Cudham Tithe Barn, Berrys Hill, Cudham, Kent TN16 3AG or, if you're a whizz-kid like me, scan them and e-mail them to: tm.ed@kelsey.co.uk

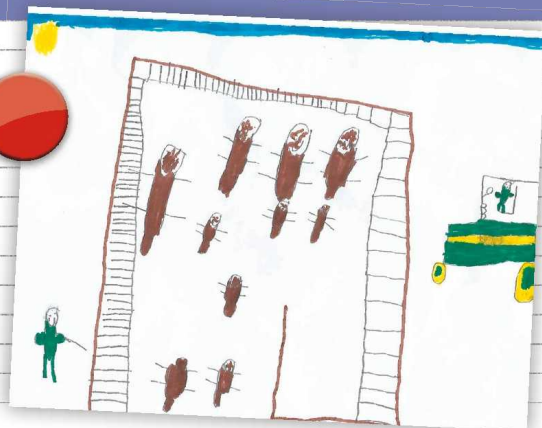
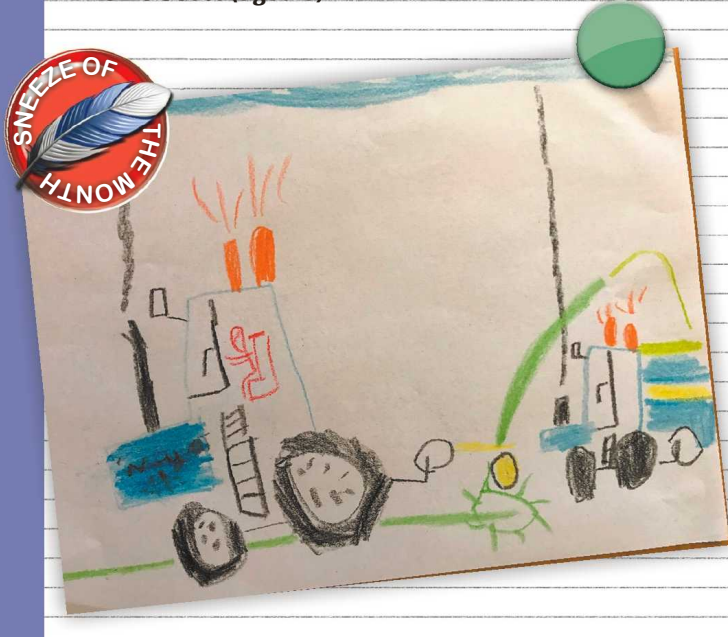
SILAGE SUCCESS

What a great drawing! Well done.

Dear Junior,

Here is a drawing of Countys doing silage, like in the October issue!

Archie Scott (aged 6)



WORKING ON THE FARM...

Thank you for your kind words!

Dear Junior,

I am sending a picture that my six-year old son Caellum has drawn. He's calling it 'Working on the farm with my John Deere and cows' and he loves absolutely everything about farming and your gallery. He would be over the moon to see his picture in print. Take care and keep up the great work providing enjoyment for farmers of all ages!

Mary McKernan, Co. Down

GRANDDAD'S ADVENTURE

It's nice to see the joy that a tractor can bring!

Dear Junior,
I just wanted to say thank you for the lovely picture of Kara in the May 2018 issue. She was very proud to show all of her friends!

Here is another picture of Kara on another one of granddad's tractors, taken when he stopped on his solo drive from Kenilworth to Cornwall in July 2018.

Mags Rogers, Gloucestershire



FARM SPECIAL

Is JCB your favourite make of telehandler?

Dear Junior,

I love reading your magazine. This month I have drawn a JCB 526 Farm Special telehandler with a round bale of straw for the cow(s). I hope you like what I have drawn and please keep producing the magazine, as it is great!

Thomas Ford (aged 12)





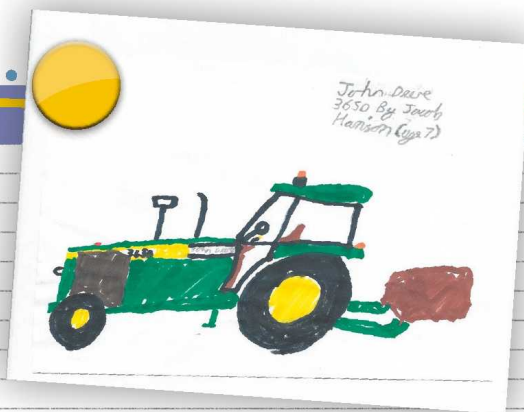
T&M, NOT STORIES!

It's nice to have a bedtime story, but thanks for choosing T&M!

Dear Junior,

My three-year old son, Jacob, loves tractors. His favourite make is John Deere, like the one he's drawn, but he likes David Browns like his granddad's too. He likes searching through T&M issues in lieu of a bedtime story!

Ben Burrows, Dorset



DELIGHTFUL DEERES

The editor is a big fan of John Deere's 50 Series too, but don't tell him that I told you!

Dear Junior,

I hope you like my picture of my four-wheel drive, six-cylinder 114hp John Deere 3650. I really like this type of John Deere.

Jacob John Harrison (aged 7)



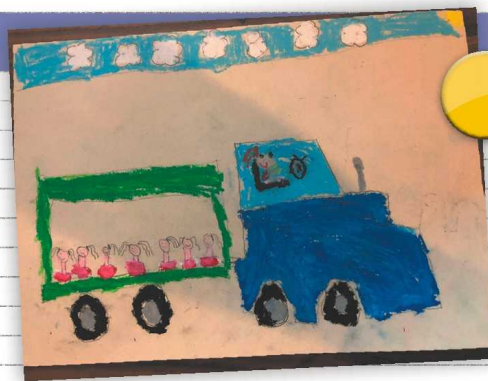
CAT-EGORICALLY BRILLIANT

What a superb excavator!

Dear Junior,

I hope you like my drawing.

Alex Huson (aged 7)



SCHOOL TRIP

What's wrong with blue tractors? Your dad needs to be educated!

Dear Junior,

Here is a drawing I did after my class went on a school trip to a farm. My dad doesn't like blue tractors, but it's my favourite colour!

Ciara (aged 6)

My sneeze of the month wins this great prize from SIKU*

Get out into the country with the new 1:50 scale Farmer Starter Set from the SIKUWORLD series! Build your own farm, use the tractor and loader to load yellow grain material into the trailer and transport it to the grain store. The cows in the pasture still have to be fed and there's plenty of work to do in the forest. The tractor and trailer can be stored in the barn once the work is done.

* Thanks to my friends at Alpha Toys Ltd. (distributors of SIKU in Great Britain).



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An International 955 like you've never seen one before! Olly Risdon's 1979 model is powered by a Perkins V8.540 engine fitted with two turbochargers. All photos: Olly Risdon.

V8 adventure

Olly Risdon talks to Scott Lambert about his project to transform a downtrodden International 955 into a V8-powered monster.

As an agricultural engineer, 35-year old Olly Risdon knows his way around a tractor – but he understands the intricacies of the International 955 better than most. Having spent the last two years restoring and transforming a 1979-built example, Olly, from Devon, knows the 955 literally inside and out!

Olly got the bug for tractors at a young age and helped his grandfather

restore a 1939 Fordson N when he was just 13. The tractor passed to Olly upon the death of his grandfather in 2015 and he has since restored it again. Although he has an obvious fondness for the tractor, it is very slow on the road and this set him thinking about a possible project to occupy his spare time.

Ever since he was a schoolboy, Olly had wanted to put a V8 engine in a tractor and it was a chance

conversation that led to his wish coming true. Olly takes up the story: "In January 2016 I was talking to a chap in the local pub and mentioned the fact I had always wanted to put a V8 in a tractor. He told me that I couldn't do it – that it was too complicated, and that I should just put a Ford Cargo engine in a Fordson Major, like everyone else. I told him that was too easy! ►

"He then told me that putting a V8 in was a waste of time, but that he knew of a Perkins V8 in a skip, not too far away, and gave me a contact number of who to speak to about it. I rang the number and arranged to see the engine and when I first saw it, it was a lot bigger than I expected. My original thought of putting it in an MF 135 went out the window!

"The engine was partially seized and it would only turn over a quarter of a turn. Saying that, all of the ports had been covered over and were dry, the oil still seemed clean enough and the fuel pump still had fuel in it and no water, so even though it had been in a skip for a couple of years I couldn't see why I couldn't get it going. I offered the gentleman a fist full of cash and off I went with it.

"The Perkins V8.540 sat in the back of a mate's shed on his farm for a month or so until I had a chance to have a look at it properly. One Saturday afternoon I unseized the engine, by rocking it backwards and forwards with a buckrake tine, cleaned up all the electrical terminals on the starter motor, rigged up a fuel tank out of an old oil can and with the aid of two tractor batteries, a booster pack and some colourful words, I got it started!

"Once I had a running engine, I was on the hunt for a donor tractor. The sheer size and weight of the engine said it wasn't going to look right in an MF 135 and I also noticed that where the starter motor sits on an inline Perkins or Ford engine, this is directly in line with the 'V' of this engine and would make alignment difficult. This led me to the decision to look for an International tractor, which has the starter motor situated at the bottom of the bell housing, out of the way.

"I had a good hunt around for a



This is how the IH 955 looked when Olly purchased it.

second-hand International. I wanted something with a big back end to handle the power – something like a 55 or 56 Series model. I remembered driving an old 955 when I was younger, and what an experience it was. There was an International 955 stood up in the yard next-door and so I offered the owner some cash, but he didn't seem too keen to part with the old girl, so I carried on hunting."

Undeterred, Olly searched for a suitable donor, but he struggled to find anything that met his requirements and, more importantly, was sensibly priced. As luck would have it, the gentleman next-door came back with a counter offer and so in April 2016

Olly became the proud owner of an International 955.

Window of opportunity

A good friend has a farm and offered Olly the use of one his sheds, but there was a problem in that it was a cubicle-type shed and this only gave him the time between the cows going out and coming back in too make substantial progress. As this project was only going to be a hobby, carried out in the evenings after work and at weekends, this didn't give Olly much time.

"I knew what had to be done, so I wasted no time in pulling the 955 apart," he said. "I removed the bonnet, side panels and guards and then



A new sump was fabricated for the V8 to enable the front axle to be mounted in the same way that it was on the IH six-cylinder unit.



To mount the original hydraulic pump, a new mounting plate was made. Unfortunately, the pump had to be rebuilt to run in the opposite direction, as mounting it in this configuration caused it to run backwards.



Custom exhaust manifolds were produced to enable twin turbochargers and stainless steel exhaust stacks to be fitted.



The Perkins V8.540 in place. Note the chassis rails to provide additional strength.

drained the engine oil, coolant and hydraulic oil – which is separate from the transmission oil on IH/Case IH 55 and 56 Series tractors. I then removed the radiator, front axle, tombstone and, eventually, the engine.

"Once I had the original engine out, I sat it on the ground next to the V8 and had a good look at them both. I measured them up and just imagined in my head how it would fit and look.

"Firstly, I needed to fit the International bell housing to the V8 engine, so I removed both bell housings and flywheels. I then measured and aligned the International bell housing up with the Perkins V8. The bell housing had to be exactly central and

level, otherwise the input shaft for the transmission wouldn't line up with the centre of the clutch, the engine wouldn't sit upright and the starter motor wouldn't engage with the ring gear on the flywheel."

Unfortunately, none of the original holes to mount the IH bell housing lined up with the holes on the Perkins engine, so Olly filled all of the original holes with hardened weld, so as not to weaken the bell housing, and drilled new holes to align and fit the bell housing centrally. This procedure took some time and ruined several drill bits, as the cast bell housing was much harder than Olly expected.

The Perkins V8.540 was exactly

10mm shorter than the original engine, so to keep the wheelbase the same and keep all of the panel work and bonnet as original as possible, Olly simply made a 10mm spacer/sandwich plate to fit in behind the bell housing.

Next was the flywheel. This had to be modified to take the International clutch and to hold the starter ring gear. Olly told *T&M*: "I measured the depth of the flywheel and the length of the transmission input shaft. If the flywheel was too deep, the input shaft would be too long and would bottom out. If the flywheel was too shallow, the input shaft would be too short and there wouldn't be enough splines lined up in the clutch. ➤



Phase one complete! The engine was installed and now it was time for Olly's attention to turn to the cab, panels and cosmetics.



The cab was stripped back to bare metal and a new overhead console was created to accommodate revised heater controls, rocker switches, a radio and speakers.



The heater, blower and wiring loom were paid some attention to prevent problems in future.

"In addition, the shoulder for the starter ring gear had to be in the right place, or the starter motor wouldn't engage with the ring gear. Then, the lip on the clutch face and the threaded holes needed adding to mount the clutch. This was simple, as I just copied the original International flywheel. I worked out the dimensions, drew up a plan and got a local engineering firm to turn down the flywheel. I wanted to remove as little metal from the flywheel as possible, as the engine relies on the weight of the flywheel to run," he said.

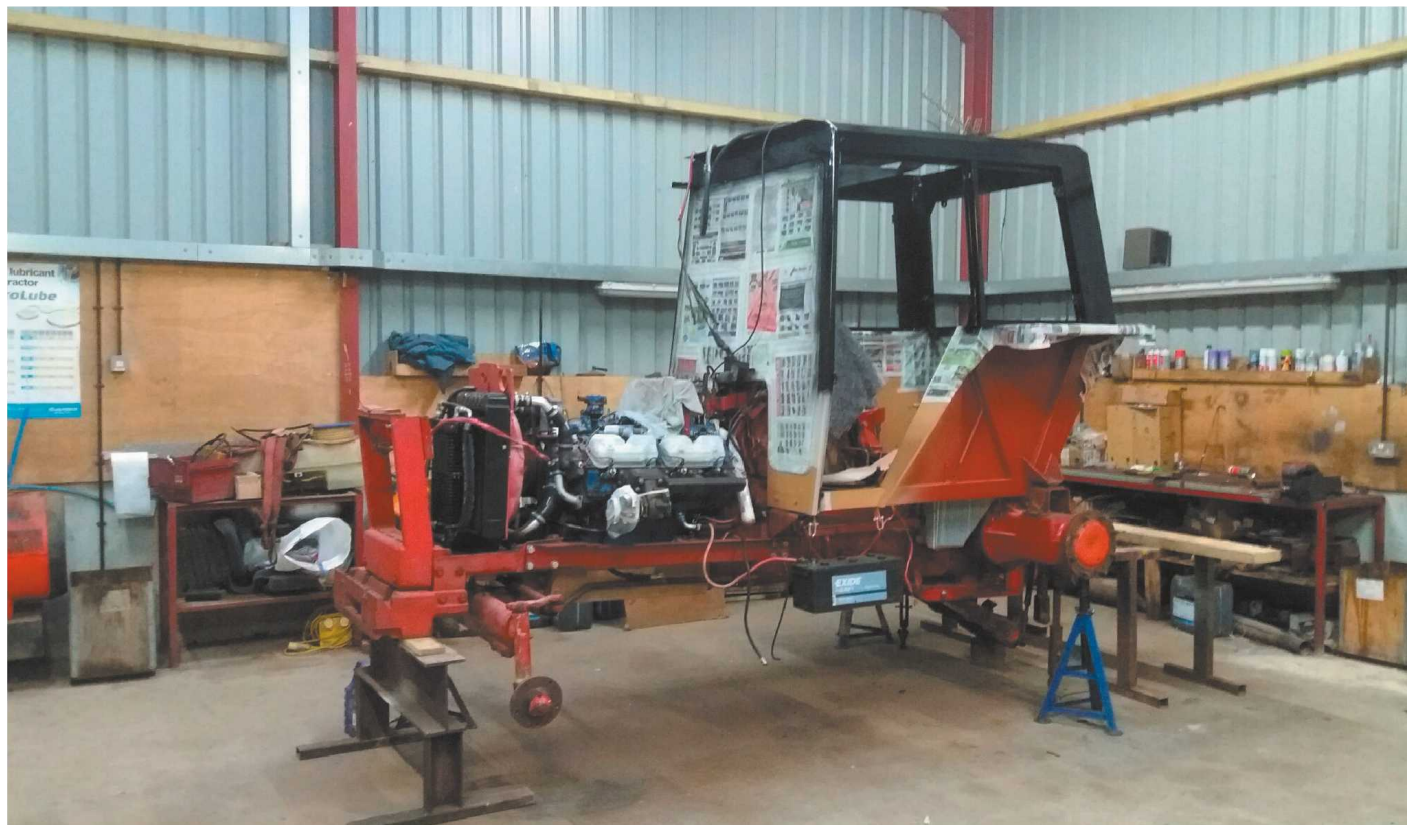
The next task involved the Perkins engine's sump. The sump on the International D-310 and D-358 engines

(both of which were fitted to the 955) was part of the structure of the tractor. It was a heavy, cast iron sump that held the mounting point for the axle at the front and acted as a chassis, joining to the bell housing at the back.

"The V8 engine just had a lightweight aluminium sump, which had an engine oil cooler on the outside of it," Olly explained. "The sump itself wasn't strong enough and I didn't like the look of the cooler, so I needed to make a new sump. I removed the old sump and oil cooler and once the sump was off I checked the main and big end bearings for wear. They all looked like new, so I re-torqued the caps and checked the bores for wear, which were also fine."

Precision job

"I needed to make something inside the sump to bypass the oil cooler, which turned out to be simple enough by using a copper pipe elbow," Olly explained. "Now I just had to fabricate a new sump. There was plenty of thick steel plate at work, so I measured the bolt holes of the aluminium sump, the mounting point of the front axle and the bell housing bolt holes and made myself a new sump. This was one of the trickiest jobs of the whole project. "All of the sump mounting bolt holes, front axle holes and bell housing holes had to be millimetre perfect, or nothing would line up. To make things even trickier, the sump on the V8 wasn't



With the Timmerman cab repaired, primer and undercoat could be applied.



The top coats are on and there's a light at the end of what's been a long tunnel!

central with the engine, which meant that everything needed to be offset. The sump took a couple of evenings to fabricate, but it all fitted in the end.

"Once I had the International bell housing bolted on, the newly-fabricated sump fitted and the machined flywheel in place, I ordered a complete new clutch assembly to fit the International 955. This would, in theory, bolt on to the machined flywheel and slot straight onto the tractor's input shafts. I lifted the engine into place using a heavy-duty engine crane and, amazingly, the engine slotted straight into place and bolted up tight!"

With this aspect of the build complete, Olly's attention turned to the engine's auxiliaries. The original IH engine

had a hydraulic pump running off the timing gears. The V8 engine didn't present an opportunity to replicate that arrangement, so Olly decided to run the pump off the fan belts.

"The alternator on the V8 engine sat pretty much where the hydraulic pump sat on the International engine," Olly continued. "I removed the alternator and made an adjusting cradle to hold the hydraulic pump in the place of the alternator, but the problem with this was that the pump would be running backwards in this position. I could have mounted the pump differently, but I wanted the pump to fit in that position so that I could use all of the original pipe work and keep the tractor looking as original as possible.

"I took the pump apart and rebuilt it

backwards, with a new seal kit, so that it would run in the opposite direction. I then had a pulley made up to fit the pump and fan belts, rather than the original gear. Once the pump was fitted and the fan belts were tightened, the original steel piping fitted as it used to with the IH engine and all I had to do was replace the original rubber hoses with new ones.

"Then it was just a matter of fitting the alternator back on. This was simple enough, as there was a mounting position at the top of the engine where I guess a compressor would have been mounted when this engine was fitted to lorries. I made a bracket to hold the alternator and bolt it to the top of the engine, before fitting a third pulley behind the fan to run the alternator." ➤



Guards were fabricated to shield belts, pulleys and pipework.



New trim completes the interior.

With this done, Olly's attention turned to mounting the tombstone and front axle and as he had taken the time to get his measurements right, it was simply a case of bolting everything on, just as it would have been with the IH six-cylinder engine installed. This enabled the radiator to be refitted, although the Perkins engine had two outlets – one on each head – so Olly had to cut a second hole in the opposite top corner of the radiator and solder on a second inlet pipe.

All that was left on the engine side of things was the exhaust system. "I wanted twin stack exhaust pipes on the tractor," said Olly, "but for this I would need matching exhaust manifolds. I decided to make my own and while I was making them I thought I might as well add twin turbos too. Why not? I found two new, big turbochargers on the Internet and made two manifolds to fit each side and hold each turbo in such a way that the exhausts would be exactly parallel.

"Once the manifolds and turbos were bolted on, I needed some exhaust and induction pipes. I have a friend who had a load of stainless steel pipework in one of his sheds that came out of an old milking parlour. I bought a few lengths and elbows of various sizes and these came in handy not only for the exhaust pipes and turbo induction pipes, but also for the radiator hoses and inlet manifolds. The pipes were rather dirty and took a lot of cleaning, but I cut them to fit and they polished up nicely in the end. All I needed to do then was order some silicone hoses to join all of the stainless pipes together."

New strategy

Olly continued: "Next was some simple lubrication pipework for the turbochargers and a bit of modification to the wiring loom to accommodate the repositioned alternator, as well as some additional pressure and temperature gauges.

"The panel work was simple enough, as I modified the bonnet catch and side rail bracket to fit the V8 engine and then, with a bit of a trim here and there, the bonnet and panel work fitted back on as it was before.

"As I only had the use of my friend's cubicle shed from May until the end of October, time was always going to be tight. Unfortunately, the end of October came and I wasn't quite done, but he gave me an extra week – which was enough to do the finishing touches and drive my modified International 955 V8 out of the shed under its own power."



Olly with the Stewards' award from the Honiton Hill Rally.

With the mechanical side of things complete, for now, Olly drove the tractor to his place of work, where there was room in the corner of the workshop to park it for a few weeks. Although the panel work was relatively straight and tidy, the cab was rather rotten. He had planned to patch up and repair the cab, followed by a little paintwork, but once the tractor was in the workshop his plan of action changed.

As he had spent so much time and effort fitting the engine, Olly decided that he would spend just as much time and effort on tidying up the cab. The mudguards, doors, floor, seat pan, back panel, pillars and roof were just some of the cab parts that were rotten and so over the next 16 months he ended up stripping the tractor, before fabricating all of the necessary parts to refurbish the cab, as well as overhauling the electrical system, hydraulics and brakes.

"I re-sprayed the tractor from top to bottom, inside and out!" Olly told *T&M*. "I re-clad the cab from top to bottom, including a new seat, window rubbers, draught excluder and sound system. I then added some extras, including twin air horns, front weights, twin outboard air cleaners, twin beacons and a new decal set.

"Last, but not least, it was time to have a play on the dynamometer. The first run was rather disappointing,

with a reading of just 140hp. The naturally-aspirated V8 engine produced 180hp when it was new, but with twin turbos I was hoping to see at least 200hp.

"I had a play with the fuel lines and fuel pump and wound up the dyno again. This time it pushed out 202hp. According to the brochure, the International 955 and 1055 both lost exactly 10 per cent of their engine power through the PTO line. With this in mind, and by my calculations, if I have 202hp at the PTO shaft then I should have around 225hp at the flywheel," Olly concluded.

The tractor made its debut in August 2018 at the Honiton Hill Rally, where it picked up the Stewards' award, and since then it's been on a round baler and taken part in a few road runs – but what are Olly's future plans for the tractor?

Next year, it's hoped to have the tractor hauling a silage trailer, as well as exhibiting it at shows, but Olly told *T&M* that he would love to own a County too, so watch this space!

* Olly would like to thank Jamie and Phil Blackmore of Palmers Farm, for the use of their cubicle shed during the first half of the project, and his employer Chris Keitch, of C J Keitch Agricultural Engineers, for the use of the workshop in the project's second stage. ■

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Christmas gift guide

Our festive guide provides you with gift ideas for the tractor fan in your life.

Maisto New Holland radio-controlled tractor

One 32
£44.99 (inc. free UK delivery)
Tel: 01722 718851
www.one32.co.uk

The Maisto Tech New Holland T8.320 radio-controlled tractor comes in a chunky 1:16 scale and has an adjustable



rear hitch to fit Bruder and Britains Big Farm implements. The tri-channel radio control allows up to three tractors to be used in the same area. The tractor features working headlights, forward and reverse travel and steering.

Clarke CEW1100 ¾in-drive Electric Impact Wrench (230V)

Machine Mart
£107.98 inc. VAT
Tel: 0115 956 5555
www.machinemart.co.uk

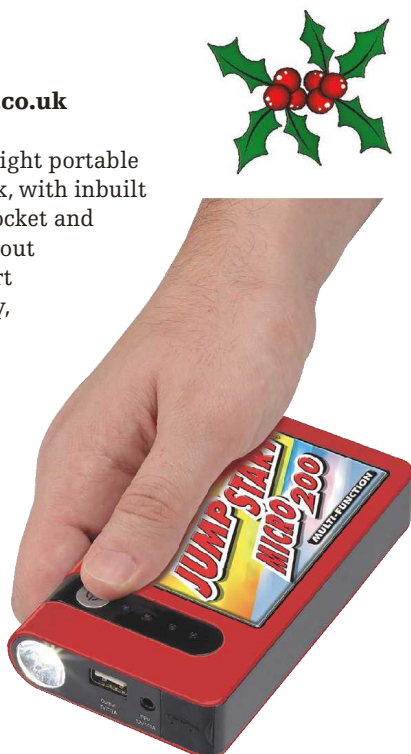
Thanks to its huge 710Nm of torque and forward and reverse drives, the CEW1100 is the perfect electric impact wrench for steel erectors, engineers and garage mechanics and makes an excellent addition to any worksite or workshop. It comes complete with 24, 30, 34 and 36mm sockets and a carry case.



Clarke JSM200 Multi-function Micro Jump-start/Portable Device Charger Power Pack

Machine Mart
£59.98 inc. VAT
Tel: 0115 956 5555
www.machinemart.co.uk

This small and lightweight portable lithium-ion power bank, with inbuilt torch, easily fits in a pocket and weighs only 280g (without leads). It will jump start a car with a flat battery, making it perfect for emergency situations. It also provides USB 5V device charging for mobile phones, tablets, cameras etc.



Machine Mart gift card or E-Voucher

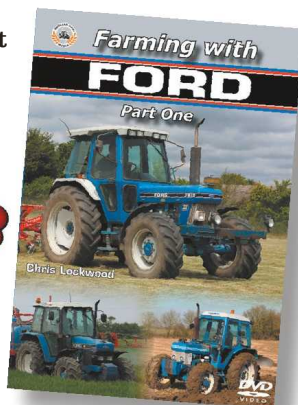
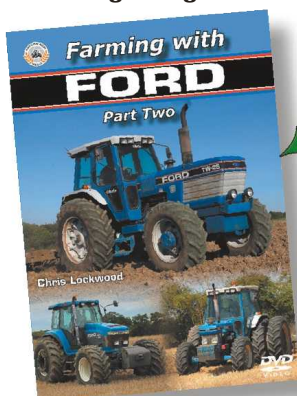


Machine Mart
£20-250
Tel: 0115 956 5555
www.machinemart.co.uk

Why not let them choose for themselves? Machine Mart gift cards and E-Vouchers can hold any value from £20-250 and can be used in any of Machine Mart's 66 superstores nationwide, online or over the phone. They are ideal for people with a craving for tools or machinery!

Farming with Ford DVDs

Anglian Agri Media
£16.95 each or £29.95 for the set
Tel: 07845 701127
www.anglianagrimedia.co.uk



Anglian Agri Media will be launching two new DVDs in December: *Farming with Ford*

Part One and *Part Two*. The films focus on Ford tractors still hard at work on British farms in 2018. Examples of most ranges from 1970 to 1995 are represented, with more than 50 tractors shown in total.

Universal Hobbies Massey Ferguson 175

Accurate Diecast Ltd.
£69
Tel: 01903 875975
www.accuratediecast.com

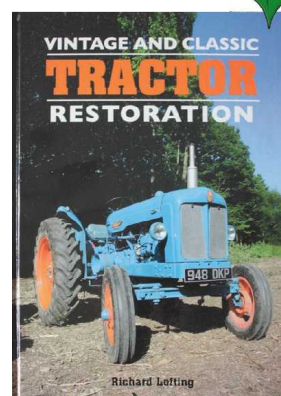
Accurate Diecast Ltd. is a supplier of high-quality diecast models, in a range of scales, from brands including Universal Hobbies, Diecast Masters and ACME Trading Company. This stunning 1:16 Massey Ferguson 175 Multi-Power model by Universal Hobbies features immaculate detail and would make a superb Christmas gift.



Vintage and Classic Tractor Restoration

The Crowood Press
£36
Tel: 01672 520320
www.crowood.com

Vintage and Classic Tractor Restoration, by Richard Lofting, looks at how to initially purchase a tractor and then how to restore it to its former glory. With more than 50 practical picture spreads, showing techniques suitable for restorers of all levels of skill, this 272-page A4 hardback book is a useful reference.



Tractor World tickets

Tractor World Shows
See text for prices
Tel: 01697 451882
www.tractorworldshows.co.uk

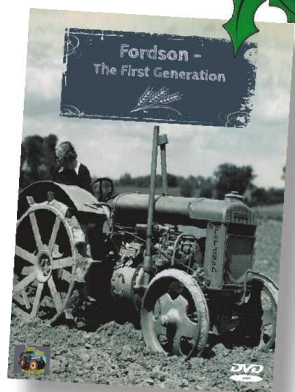
Tractor World Spring at the Three Counties Showground, on 23-24 February, and Tractor World Scotland at

the Royal Highland Centre, on 23-24 March, offer enthusiasts the chance to see some fantastic agricultural machinery. Ticket prices are as follows: Adult (day); £10.50, Adult (weekend); £15 and Weekend camping; £60. Under 15s free.

Fordson - The First Generation

Tractor Barn Productions
£16.95 (inc. free delivery)
Tel: 01502 740114
www.tractorbarnproductions.com

This film tells the story of the first tractors produced by the Ford Motor Company from 1917-1951, comprising the very first generation of tractors to bare the Fordson name. The DVD is unique in that it combines contemporary footage of Fordson tractors at work, together with informed and expert opinions, as well as previously-unseen archive footage.



Novelty t-shirt

123t UK
£7.97
Tel: 020 7993 4387
www.123t.com

Bearing the slogan 'Still plays with tractors', this novelty t-shirt is available in sizes Small-5XL and a range of colours: black, charcoal, green, maroon, navy blue, purple, red and royal blue. The company offers several other tractor and farming-related t-shirt designs for men and women, with ladies' apparel priced at £11.79.



The Standard 23C

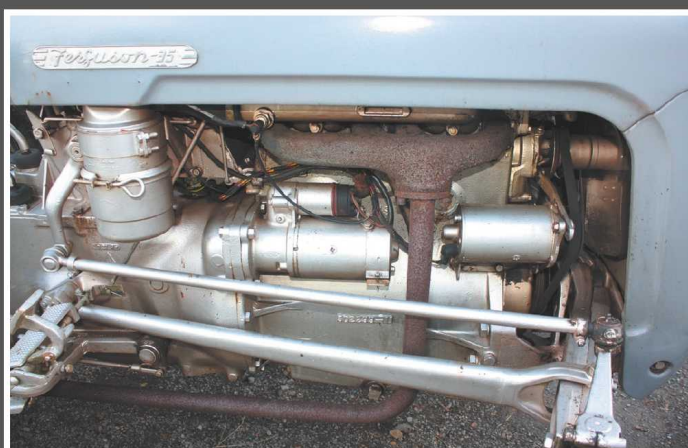


The 23C diesel engine was used between late 1956 and 1959 on the grey/gold and Flint Grey Metallic/red FE 35 models.

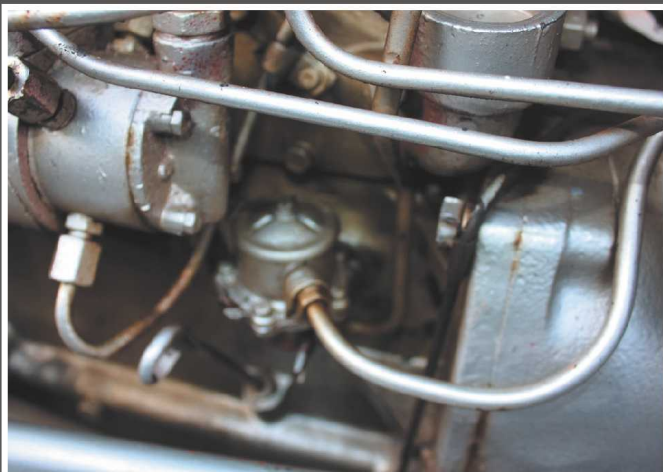


Neat installation

The engine was well suited to the 35 tractor and was a neat installation in the chassis.



The diesel engine featured a Lucas M45G pre-engaged starter motor to cope with the 20:1 compression ratio. Note the downswept exhaust pipe on this narrow tractor.



An AC mechanical lift pump provides the fuel to the injection pump and is on the same side, making bleeding the system easier than the Perkins three-cylinder engines!



A single fuel filter with replaceable internal element was provided on UK tractors. An extra filter was used on export models.

In this occasional feature, Andrew Hall takes a look at the engines that power our tractors.

By the mid 1950s, diesel power was taking over from petrol/TVO-powered tractors at quite a pace, as the reliability and economy of diesel power was beginning to be appreciated. Most manufacturers by this time had diesel models on offer and in most cases they outsold their petrol/TVO equivalents!

In late 1956 Massey-Harris-Ferguson (M-H-F) introduced the FE 35 model to the UK market, having been designed earlier in the decade and sold in the USA. The Coventry-built FE 35 was available with either the well-proven straight petrol or petrol/TVO Standard engine, developed from the earlier TE-20 range, or the newly-developed Standard 23C diesel engine.

At this point the tractors were still being manufactured by The Standard Motor Company, at its Banner Lane factory, later to become the main manufacturing centre for Massey Ferguson tractors in the UK.

The 23C engine

The 23C engine was designed and built by The Standard Motor Company and was developed from the earlier Standard 20C power unit used in the Ferguson TE-F 20 tractors. At this time electrical/fuel injection specialist CAV had introduced its DPA rotary injection pump and a version of this was used on the 23C engine, replacing the older inline CAV pump used on the 20C.

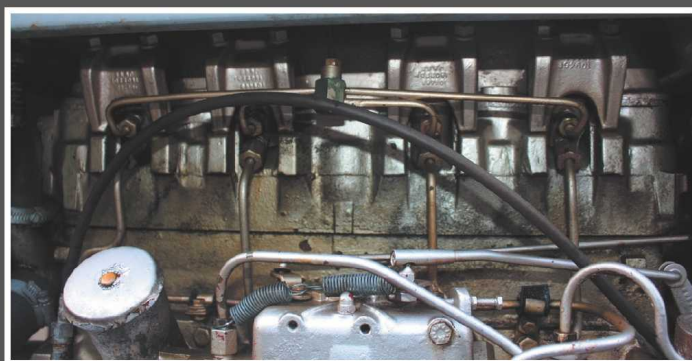
Standard also used the services of

Brighton-based Ricardo engineering to design the combustion chambers for the 23C, as the older 20C had chambers designed by Freeman-Sanders.

Sturdy unit

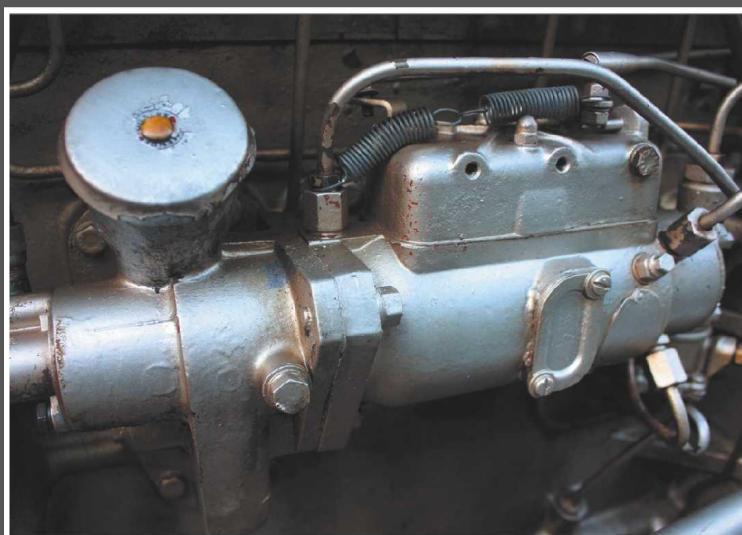
The 23C features a sturdy cast iron cylinder block with cast iron slip-fit cylinder liners. The three main bearing crankshaft is barrel-mounted in the crankcase with the centre and rear main bearings supported in heavy cast housings, necessitating removal through the rear of the crankcase. This design, although slightly more demanding when crankshaft removal is necessary, is extremely durable!

The camshaft is chain driven from the crankshaft, whilst the injection pump is gear driven from the camshaft and is located in its own drive gearbox bolted to the side of the cylinder block.➤



A salient feature of the 23C is the method of securing the fuel injectors with large cast iron clamps.

LEFT: A CAV DPA rotary injection pump was used on the 23C engine and was gear driven from the chain-driven camshaft.



ENGINES: THE POWER BEHIND YOUR TRACTOR

Cold starting

The most well-documented aspect of this engine is its reputation for poor cold starting. When marketed, M-H-F only supplied tractors for the UK market with the CAV Thermostart, which is located in the inlet manifold and barely sufficient for rapid cold starts. Part of this is also due to the surface area of the Ricardo combustion chambers being greater than those of direct-injection engines and the resultant heat loss affects cold starting. Also, timing chain stretch can affect the valve and injection timing, which also has a great effect on cold starting performance!

Once running, the 23C is a very sweet,

smooth-running unit that runs quieter than many of its contemporaries. Export tractors were offered with individual heater plugs inserted in each combustion chamber, which greatly improved the starting situation.

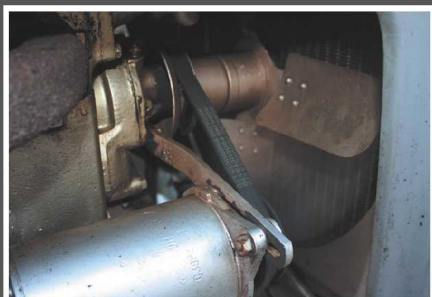
The secret for good cold starting is in the correct setting up of the valve and injection timing, which is outside the scope of this feature, but when set up correctly these engines are a treat to use.

Maintenance

Like any engine, regular maintenance is essential for reliability and longevity. A good-quality 15W-40 oil, suitable for diesel engines should be changed regularly, along with the filter

SPECIFICATIONS: STANDARD 23C

Fuel	Diesel
Cylinders	Four
Bore	35/16in (81.14mm)
Stroke	4in (101.6mm)
Capacity	137.89cu in (2,259cc)
Compression ratio	20:1
Power	37.25bhp @2,000rpm
Torque	100lb/ft @ 1,600rpm
Oil capacity	12 pints (6.8 litres)
Coolant capacity	15 pints (8.5 litres)
Oil pressure	40-60psi



The water pump is the same as those used on the Standard petrol engines as fitted to the earlier TE-20 models.



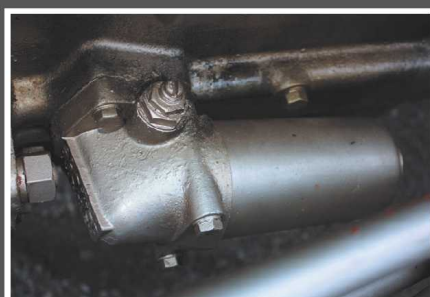
Core plugs on the right-hand side of the cylinder block are prone to corrosion after years in place!



The key-operated starter switch also operates the Thermostart by turning the key backwards for 20 seconds to pre-heat.



A single Thermostart was employed in the inlet manifold to 'speed up' cold starting. Export models benefitted from individual heater plugs in each combustion chamber.



The oil filter is similar to the other Standard engines and features an adjustable relief valve on the filter head.



Oil pressure should read between 40 and 60psi when hot at working speeds. Coloured bands feature on this gauge though. When hot at idling speeds, the oil pressure usually drops and is quite acceptable on good engines.

element, and this will help to maintain the oil pressure to the manufacturer's figure of between 40 and 60psi.

Anti-freeze used at a strength of between 25 and 50 per cent will give necessary frost protection and equally importantly corrosion protection too! Avoid the use of aerosol-based starting fluids and keep the battery fully charged, and all electrical connections tight and clean to ensure a swift start.

What to look for

When looking at a potential purchase, one needs to check all fluids before attempting to start an engine. Always try a cold start rather than merely viewing a warm or hot engine, as this will give a true picture of the engine's starting characteristics.

Note the oil pressure before and after starting and, if possible, run the engine until it is hot and note oil pressure and the amount of breathing from the breather pipe. Badly worn engines may even blow the dipstick out of its hole on revving up!

If you are looking for a restoration project any of these symptoms may not matter, but if the engine is purported to be rebuilt and priced accordingly, they will!

Other applications

The 23C wasn't only used in the grey/gold and Flint Grey Metallic/red 35 models up to 1959, but Standard also sold power units to Allis-Chalmers for its ED-40 tractor and, I believe the engine appeared in one of John Deere's tractors too! The design was sold to The Rootes group and the engines used in the Commer Walk-thru vans prior to fitting the Perkins 4.203 unit. It also appeared in the final incarnation of the Scammell three-wheeled mechanical horse (Townsmen), latterly being designated the Leyland OE-138 engine. ■



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Postbag

LETTERS, E-MAILS, TWEETS & POSTS

WRITE TO THE EDITOR:

Scott Lambert, Cudham Tithe Barn, Berrys Hill, Cudham, Kent. TN16 3AG

EMAIL: tm.ed@kelsey.co.uk

Turbocharged three-cylinder engines

Dear T&M,

I have just read your report on Tractor World Autumn in the December issue and I saw your picture of Richard Dunning's IH B-250 with disc harrow. I awarded the 'Best implement' prize to the disc harrow at the Lamerton tractor day on 15 September – I could only find one nut wrong on the whole machine, so in my book it was a worthy winner!

Your comments on turbocharged Perkins three-cylinder engines interested me. Three-pot engines are hard to turbo, as they suffer from charge pulse caused by the 120-degree crank angle. They need an intercooler to iron out the pulse, plus I don't think the CAV pump delivers enough fuel mid range to maximise torque. Has anyone tried using a pump from

a three-cylinder IH, such as the 523? Maybe the Bosch pump is better suited to turbocharging.

When I say a three-pot is hard to turbo, I am thinking in terms of retrofitting and blowing through a standard inlet manifold. In terms of OEM, I would expect to see either an intercooler or a three-branch manifold, which would work well. These engines, with suitable pistons and head gasket, ought to be good for 75bhp.

On the subject of the 523, I agree that it is a bloody good tractor! I often thought that the 434 should have had that engine.

Bob Ball, via e-mail



Photo: AGCO.

Ed: I have to admit that I know very little about the science behind forced induction! I can only speak of my experience driving turbocharged three-cylinder tractors, but I would be keen to see how a turbocharged International D-179 engine (a DT-179 if you will) performed.

International 523

Dear T&M,

Firstly, please inform contributor Anne Bates that the mystery implement on page 86 of the December issue is not a piece of kinetic art, but a Vicon Rotaspa – a complicated, flimsy spading machine suited to Dutch polders.

Secondly in column two of the Editor's welcome, having to revive a tractor hard makes little sense. Do you read what you write?

Thirdly, Scott described his own IH 523 in mixed terms, yet damned the Perkins three-pot engine out of hand. I run an MF 35 and a Leyland 245, and both engines are the least faults of these tractors for anyone with big feet.

On the Leyland, I have gashed the fender, fitted a smaller steering wheel, chopped the clutch pedal, fitted a turntable on the footplate and 'remoted' the gear lever – all for ergonomics (or jumping in/out at a match), because I can. It's a piece of junk, but was cheaper than a 135!

Richard Mellersh, via e-mail

Ed: I will hold my hands up to the spelling error in my last welcome column – obviously I meant 'revving', rather than 'reviving'. Mistakes inevitably creep in from time to time and although I'm not proud of it, I am only human!

As for 'damning' the Perkins AD3.152 out of hand, I am sorry if it came across that way. I have a great affection for the MF 135's engine and merely said that it seemed 'tinny' when compared with the IH D-179. I stand by that comment, despite its negativity, but please do not think I was 'damning' the AD3.152.



A Major conundrum



Dear T&M,

I was just reading through my copy of the December issue and noticed that a reader was enquiring whether the hydraulic system from an E1A Major would fit an E27N. Well, the answer is yes. I have seen them fitted in Australia and was assured everything would drop into place, but it would have to be driven from the PTO shaft and also use the E1A hydraulic pump.

Stan Archer, via e-mail

Fiats in New Zealand

Dear T&M,

I have been receiving *Tractor & Machinery* for a good while and enjoy it, so I am sending a photo of my three Fiat tractors. I am a collector with 16 tractors of various makes, which I have rebuilt. I used to sell Fiat tractors in New Zealand – mostly 40 and 50 Series, like the 450 and 850 etc., but I bought these older models for my collection.

The 411R dates from about 1957. It has positive control, a six-speed gearbox, dual clutch, diff lock and ground speed PTO.

The 215 Montagna is a c1963 model. It has four-wheel drive with equal-size wheels and four-wheel steering. It has a two-cylinder motor that, apparently, was capable of big hours.

The other 215 is a conventional tractor.



The Fiats all went well and with four-wheel drive were well suited to this part of New Zealand.

Wilfred Giltrap, via e-mail

Ed: Thanks for sharing your tractors with us, Wilfred. I am intrigued by the 215 Montagna!

International design

Dear T&M,

In response to Scott Lambert's editorial in the November issue, regarding the tinwork on International 276/434 tractors, I totally agree that IH made a massive blunder with that particular design.

I grew up on the family farm in north-east Aberdeenshire – a stronghold of Sellars Agriculture – learning to drive on B-275s and B-414s, before moving on to the 276 and 434s.



While I always regarded the 434 as a fantastic driving and lugging tractor, the design of the body panels left much to be desired. The older models had hinged bonnets while, although nice to look at, the newcomers featured awkward bolt-together panels that, once off, were the very devil to line up again!

To compound matters, one of our later 434s sported a Duncan safety cab, which made changing the battery a process involving a lot of luck, language and bleeding knuckles – notwithstanding that you had to heave a 12-volt battery onto the top of the bonnet. Why produce a removable front grille and not position the battery behind it?

The 454, 574 and 674 et al were a much better design and wonderful tractors. I always loved the fantastic note of the 454's engine – in my opinion the best machine International ever produced. I am looking for a fully restored 454 to use for local shows and road runs.

I look forward to the next issue of *T&M*.

Ian Cruickshank, Aberdeenshire

Ed: All very valid points, Ian, in my humble opinion!

Case Comfort King

Dear T&M,

I was very interested in reading your account on the Case 930 Comfort King in the November 2018 issue of *T&M*. I was wondering what prompted you to publish an article on this particular tractor.

I would like to make you aware, as an owner of a Case 730 Comfort King, that it is my understanding that it could be the only one in the UK. Do any of your readers happen to have one of these tractors?

I am based in North Wales and am an avid tractor enthusiast with a collection of 18 vintage tractors.

Dai Owen, via e-mail

Ed: Having an American correspondent allows us to feature some different and interesting tractors and the Case 930 Comfort King is an obvious example. It's the type of tractor that British enthusiasts are not overly familiar with and



that's why it's nice to include such models in the magazine from time to time.

Should any readers own a Case 730, or any other Comfort King models, please get in touch with me in the first instance: tm.ed@kelsey.co.uk

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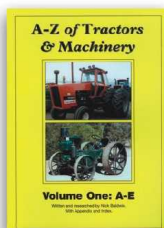
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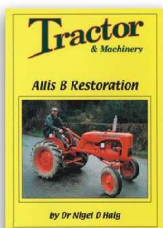
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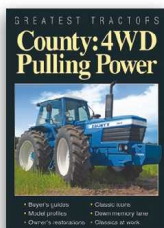
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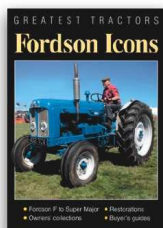
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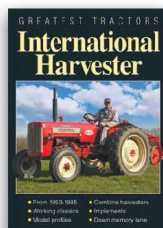
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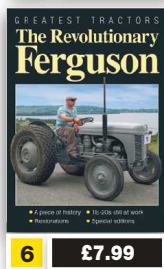
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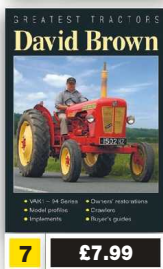
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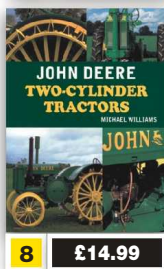
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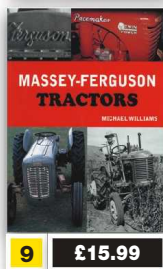
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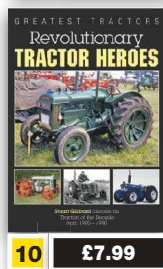
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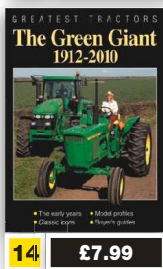
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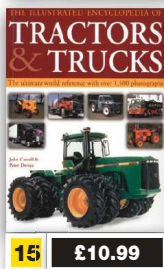
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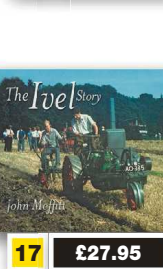
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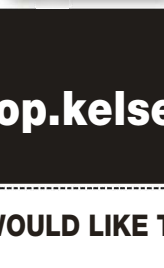
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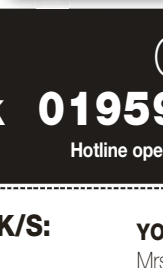
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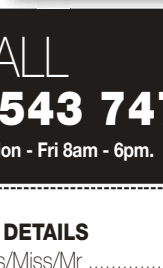
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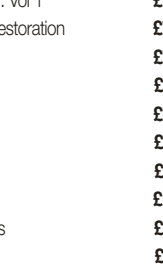
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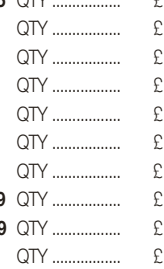
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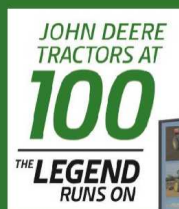
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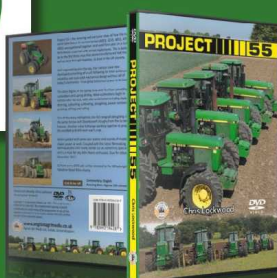
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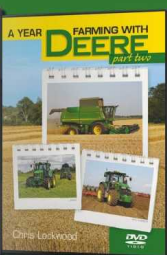
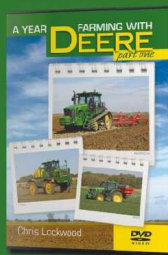
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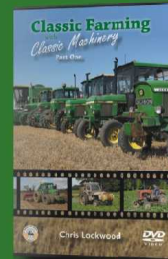
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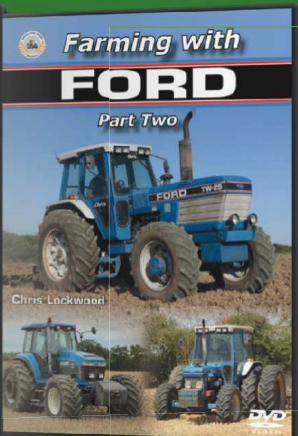
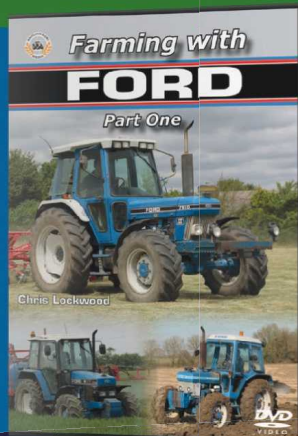
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What a sunning pair of Renaults! The 496 and 498 models were introduced in the late '60s, with the larger model producing nearly 90hp from its MWM six-cylinder engine.

Vive la France!

Peter Love took his now bi-annual visit to Caussade, in southern France, to savour the delights of Tractomania. Staged on the edge of the Pyrenees, the event enjoyed excellent weather and a huge crowd from across Europe.

While so many of you were at the record-breaking Cheffins Vintage Collective on Saturday 20 October, which I was following on my phone, I took in the amazing

28th Tractomania event held in the Occitanie region of southern France. The event takes over the whole of the town, with a huge autojumble at its south end that is beginning to rival that of Beaulieu, but parking is a major

problem in and people walk many kilometres to attend.

After battling through the town and its heavy traffic, taking in its lovely church that's well worth a visit, 'Badger' and I walked by the



This French-built vaporiser unit was fitted to a number of the Fergusons on offer at the show.



Not the prettiest of tractors, the Master 1 came along in the early '60s and featured a Selene front axle.



This rare Renault Master 1 TP industrial was pleasing to see, but it didn't feature the buffers that some were fitted with when new.



Another rare tractor present was this four-wheel drive Super D, again with a Selene axle.

many restaurants and patisseries to the top half of the town and its small memorial area, dedicated to the fallen veterans from WW2, to look at the stationary engines, horticultural tractors, steam traction engines and veteran, vintage and classic cars. They were joined by commercial vehicles, including some fire engines, SFV tractors and an internal combustion-powered road roller or two.

The stationary engine section featured power from one to 300hp, from mostly French production, but also from the UK and across Europe, including Bolinder of Sweden. We loved the mighty Crossley Brothers Ltd. OE126 (111203) – a 105-116hp oil engine that was running at 220rpm every hour of the show. There are no barriers or ropes anywhere, so one has to be careful. It was encouraging to see a very young blacksmith working away, but with no steel toecap boots on – just a pair of lightweight track shoes!

Back down the other end, more than 130 tractors were on offer, including the largest in the Société Française de matériel agricole et industriel Vierzon (SVF) line – the 12.8-litre, 51-63hp single-cylinder 551. It ran well with a few fuel leaks and was an older restoration for sale at €28,000 (£24,664). At the other end of the spectrum was a lovely original-style Fahr HML 111 pedestrian mower with a single-cylinder engine and 5ft cutter bar.

This year, there were more people than ever, particularly on the Saturday, and it was difficult to walk around. In working times there was a good number of Massey Ferguson 100 Series tractors in this area, as well as Fords – from Majors to 6X and 6Y, but the line-up of these was a bit short this year. There was a clean Force 3000 that needed the seat replaced, but it was original and would have made a good

road run tractor. It was on offer at €3,500.

A good line of French-made or assembled Fergusons was available, with a variation of fuel types and configurations available. There was also the usual, clean French-made Massey-Harris Ponys and International Harvester models.

In the French MF line was a lovely vineyard 825 that was very straight and original, but missing its MF badge on the nose cone. Next to it was an MF 932 mower in excellent condition – a rare item for the serious collector. Perhaps a good buy was a very clean, French-cabbed MF 188 with wheel weights front and rear. It was for sale at €5,000 (£4,410).

There were parts for just about everything at Tractomania, including cars, commercials and stationary engines, besides tractors of course. Many of the major French tractor clubs were doing good business, particularly MF and SFV. Some clean Fordson Diesel Major mudguards, with Ford stamped on them, were on offer at €150 each (£132) – representing good value. ➤



This Italian-built Mailam 5001 dates from 1969.



This early 1950s 12-litre SFV 551 plonked away on the Saturday morning. It was for sale at €28,000.



The Renault-built Allis-Chalmers One-Sixty was based on the Renault 56, fitted with a Perkins 3.152 engine. Nearly 6,000 were built.



What an original tractor! The 1946 Renault 304E (791) with SNUP Renault Goffrol winch.



This early '60s Beauvais-built Massey Ferguson 825 looked very clean and needed snapping up.

100 years of Renault tractors

The event celebrated 100 years of Renault tractors this year and there was an excellent display of 40 tractors for all to enjoy. Louis Renault's company is basically 120 years old, having started to produce its pioneering vehicles in 1899. The company began experimenting with four-wheel drive and tracks in 1908 and with the success of its WW1 FT light weight 7-ton tank, of which 2,697 were built – plus the 950 examples made in the USA – it gave the company a head start in crawler design.

In the display there was no FT tank unfortunately, but a lovely, original 1920 GP, an example of Renault's first wheeled tractor, the HO, and a PE (1926-39) looking just right. There were plenty more to see and enjoy, leading to the post-war period and the popular styled R3042 18/25. A total

of 15,673 standard models were built, culminating in December 1955. There was even an example with a 1949 gas converter unit that Renault offered after WW2, even when they became unfashionable.

The Perkins P4TA diesel version came along in 1951 as the R7012-7013 22/30 (of which 8,969 were made) and a couple of examples were spotted. The popular D Series came along in 1956 and there was a good line-up present. At this stage in Renault's tractor production, MWM engines were being used and it would be that way for many decades onwards.

The D series carried on well into the 1960s, but the vineyard market had become very important to the company and a V73 from 1960 represented this strand at Tractomania. Moving on to 1962, the Super Series was launched and developed in various ways. Andre Anglade's 1966 Super 5 represented

the most popular model of the range at Caussade, with 12,086 made with the Renault Alfa 592-30 35hp diesel engine.

It was in 1963 that Renault introduced its 'grotesque' styling, which made the tractors look big and ugly, but with the successful Tracto-Control hydraulics. The Master 2 (R78) featured the Renault Alfa 591 55hp engine with Bosch injection and a few of these made their way to the UK at the time. A total of 5,462 were built from 1964-69.

At the show a Master 1 four-wheel drive (Selene axle) was seen, again in working clothes and with no cab. These tractors were better in some ways than the Ford pre-Force 5000 and MF 165 tractors of the time, but in France, like in the UK, the blue model was very popular indeed.

The even uglier Renault 86 and 88 type 7261/8 came along in 1967 with a 55hp coupled to an eight-speed transmission, with 8,648 made. The 56 model, type 7251, enjoyed a production run of 17,458 from 1967-73. This model featured the MWM D325 46hp three-cylinder engine.

It gets very confusing understanding what model you are looking at, as the number on the bonnet panels might not always appear on the serial plate. Renault preferred to use the type number in preference to the model number, for some reason. It's all very French, as they say.

American interest

In 1968 an agreement was reached between Renault and Allis-Chalmers for the Allis-Chalmers One-Sixty to be built at Le Mans. The model was based on the Renault 56 with a Perkins 3.152 engine and featured Renault's Tracto-Control hydraulics. It was listed by Renault as the type 7301. The period July 1968 to October 1973 saw some



The Someca 1300 Super is a French Fiat and you got a lot for your money with this tractor.



This French-made Massey Ferguson 188 would have been a very good buy at €5,000. The inside of the cab was excellent.



The late green SFV 202 looks different without a two-stroke diesel engine, but some of the later tractors featured a conventional petrol engine, as seen here.

5,199 Allis-Chalmers One-Sixty models built at Le Mans. An original One-Sixty at the show created great interest.

In 1972 an Allis-Chalmers 7000 Series was offered as a Renault 1451, offering 145hp in two-wheel drive form. It was shown at the February 1972 Paris SIMA Show, but it never went any further than that. There was one more batch of 500 tractors made for Allis-Chalmers from the Renault 7481, known as the Allis-Chalmers 6040. These were built between November 1973-74 and after that the flirtation between the two companies cooled.

Back to 1969 and this was a year that saw Renault celebrating 50 years of tractor manufacturing. The company changed the styling to a more pleasing 'boxy' look for most of the range, but it was not as good looking as the 50 Series in my opinion.

In the very late '60s, Renault introduced its 94/96 Series (7611-7631). They were big tractors for the time with MWM 325-4 80hp and 226-4 90hp engines, but only 3,588 were made.

In March 1970 saw an even bigger Renault come along in the form of the two-wheel drive 98, type 7651. This had a mighty MWM six-cylinder D325-6 90-100hp engine and was finished in flame red livery with hydrostatic steering. A total of 489 of these tractors had been built when the model was superseded in late 1973. In the display at Tractomania were two four-wheel drive examples – a 496 and 498 looking very modern for their time.

In the smaller bracket was a 361, 652 and 651 two-wheel drive. These tractors were made from 1972-80 and were given the type number 7411-7441, adding more confusion! All were MWM powered between 30-65hp and the four-wheel drive versions featured Carraro axles.

By then Renault was also selling some of Carraro's own range of tractors in France, which went on into the early '80s. In fact, during 1975, Renault's SEMA component factory in Spain was taken over by Ebro. During this period Renault perfected an automatic front differential lock, as

well as 12-speed transmissions.

Things were left about there in the display and, unfortunately, we did not see any of the revolutionary Renault TX Series with their MWM engines and lighter livery, similar to that used in 1945. These tractors changed the company from a slow runner into a major force in design, but sales were still not that good, even if the French started to like Renault tractors at last.

It was all change in 2003 and in an effort to shed various parts of its core assets, Renault sold a 51 per cent holding of Renault Agriculture to Claas. By 2005 all Renault tractors were badged as Claas and the German company increased its holding to 80 per cent, and took full control in 2008. The Le Mans plant is now fully part of Claas and is the place that the majority of all Claas tractors are made today in the white, green and red livery.

All in all, Tractomania was a very good show, held in excellent weather for the time of year, and comes thoroughly recommended – even if you only visit once. ■



This 1961 John Deere Lanz 1010 (12372), with the Dubuque diesel engine, was rare to see. The engine appeared to be in good order, but I could not check the water.



The Ford 3000 was a good clean example, apart from the seat that's not correct anyway. It features the wide continental mudguards.



Jeanette Mackay writes: "I would love to be included in your 'Ladies on tractors' section. This is me, on my International B-275, on a charity run for the Ullapool Museum in Scotland."



Brian Grindall, from the Isle of Arran, writes: "Here is a picture of my wife, Amanda, on the MF 35X I bought for her as a result of attending Open Farm Sunday earlier this year. She sighed wistfully and said: 'I'd love a little tractor.' For my part, I bought a Dexta! T&M is a great magazine - keep up the good work."



Wayne Parker writes: "Here is an oldie for 'Ladies on tractors' - it is my grandmother, Margaret McKenzie, on the grey Fergie which was used on their vineyard and for cultivation in preparation for water and rock melons. It was possibly taken in the late 1960s in the Perth suburb of Caversham, Western Australia."

Send your pictures for this feature

to Ladies on tractors, T&M, Cudham Tithe Barn, Cudham, Kent TN16 3AG or e-mail them to tm.ed@kelsey.co.uk



Jeremy Marshall writes: "This is my no. 1, Lisa, sat on our wedding present to one another!"

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Compiled by Peter Love for horticultural equipment enthusiasts

An event of two halves

Eleven competitors took part in the British Horticultural Ploughing Championships on Saturday 13 October, after qualifying from the 2017 area finals in co-ordination with the Vintage Horticultural and Garden Machinery Club. The minimum depth of ploughing was 12cm (except at the opening and finishing).

The event took place at the 68th

British Ploughing Championships on excellent farmland near to the village of Austrey in Warwickshire. The 250 acres the event was taking place on had been loaned by hosts William Corbett Farms and John Upperdine.

The championships basically comprised two halves, with very dry and sunny weather on the Saturday, which became windier as

the day went on with gusts of 40mph experienced at times. The Sunday turned out very wet all day, as did the Monday, but by then the horticultural men had all gone home and were reflecting on how they had got on the day before.

There was a good line-up of well-presented machines in the competition this year, which was good to see.

Two John Deere Ls, gleaming in the morning sunlight, belonging to Alistair Hett from Sherbourne, Warwickshire, and Barry Foster from Great Bourton, Oxfordshire, were both using Ransomes TS42As behind.

Cheshire's Brian Carter was going very well early on with his immaculate Trusty Steed and Ransomes TS42 and another good-looking machine belonged to Shane Parry from Titchfield Common, Hampshire. He had his British Anzani Iron Horse with Anzani P8 plough behind going well and appeared to be the man to watch.

David Williams had his Ransomes MG6 with TS42 at Austrey, which was good to see. The last to finish on the day was Graham Soule of Lechlade, Gloucester, using his good-looking BMB President with the ubiquitous



Shane Parry (centre), with runner-up Brian Carter (left) and third-placed Graham Brown at the prize-giving ceremony that took place in near-darkness and strong winds.

Orman brothers' sale

While the British Horticultural Ploughing Championships was taking place, down in Hampshire, near Fawley, the late Orman brothers' sale was taking place. This sale was put together by John Marchant of Thimbleby & Shorland and

consisted of 500-plus lots.

John and George Orman moved to Little Holbury Farm in 1952 following the purchase of the land at auction. The brothers were very keen on ballroom dancing and both had long-term girlfriends, but never married. They

also were keen on agricultural shows and rallies and built up an extensive collection of machinery of all sizes. They kept it well considering all things, but much of it had not run over the last decade at least.

Sadly, John and George both died at the age of 84, around 18 months apart, and it was certainly an end of era and an interesting sale from what I could ascertain in the short time I was there. There was a raft of stationary engines including a Renault 1.5hp model (307479) that looked to have driven an elevator at some point and although not uncommon in France, it is not a type you see readily in the UK. There were plenty of Lister, Petter, Fowler and Bamford engines and even a Kelvin 6hp poppet-valve boat engine, along with a Teles Avon saw with four spare blades.



The Ransomes MG2 had held up well and sold for £650.



BMB Presidents come up everywhere and hold their own, even though the steering is not very good!



Graham Brown did his usual excellent work with his Trusty outfit.

TS42 behind. Representing the south-east at the event was Terry Offen from Staplehurst, Kent, with his British Anzani Iron Horse with Anzani plough behind, but he did not finish in the top three on the day, but nevertheless had an enjoyable day.

Others taking part were Graham Brown from Misterton, Nottinghamshire, with his very tidy Trusty 5 with Trusty GP Greyhound plough. He was one of the last finishers on the day, but he netted third place with 226 points. Brian Reynolds, from Swindon, was using a Trusty outfit, as was Andrew Pomeroy from Tenbury

Wells, Worcestershire, and Chris Shields from Oakham, Rutland.

All in all, it was an excellent match that saw Shane Perry take the title with 232 points, from Brian Carter on 229, so it was very close at the finish.

RESULTS:

Class 8: Horticultural Ploughing Championship

- 1 Shane Perry, Hampshire, 232
- 2 Brian Carter, Cheshire, 229
- 3 Graham Brown, Leicestershire, 226



The four-wheel drive French Staub GM 420 seen for sale at Tractomania.

Horticultural in France

One of the best places to pick up a horticultural tractor that is rather different to others in the UK has to be at the annual Tractomania event at Caussade in France on 20-21 October.

This year was no exception with a raft of interesting machines to go at. One of the most popular makes on the French horticultural scene is by Staub – Société des tractors et motoculteurs Staub.

The company was established in 1906, making motorcycles, and started in the horticultural market just before WW2 with the PP3. Its development won a major award in Turin during 1948. The rigid AM-10 four-wheeler, with its 600cc engine, was developed very much on Holder lines, but Staub also made a large line of pedestrian machines. ➤

In the smaller horticultural section was a line of Howard, Auto Culto and Atco machines in good condition that sold for, on average, under £100. There was even a Brott 202 rotary grass cutter in excellent condition that sold for £250.

In the tractor line-up was an early Ransomes MG2 (248) that went on to sell for £650. The 1953 BMB President (204303), PYD 358, that featured enclosed-pattern rear tyres that were in good order, was in good condition and sold for £850.

The main interest in this area was the 1951 Newman E2 (721) with Petter two-cylinder engine, NTA 213. These tractors were started off at Bristol by Newman Industries, which created a three-wheeled lightweight tractor with a Coventry Victor 12hp opposed water-cooled engine. In 1949 it offered a single-cylinder, diesel-engined version, but the company went on to greater things with the four-wheeled E2 in 1951.



The star in the horticultural lots was the rare Newman E2 with the Petter AV two-cylinder diesel engine. The hammer fell at £4,200.

The basic cost was £430 new, hydraulics were another £46 and with other extras it totalled £504. In comparison, a Ferguson TE-F 20 cost £459!

Today I feel there are no more than six of these tractors that have survived, so it is a rare machine to be offered, particularly as it is in very good condition – although, as I said before,



On average these lots sold for less than £100 each.

it had not run for at least 10 years. It featured enclosed-pattern rear tyres and had not been used since it had been painted, by the looks of it. It went on to sell for a good £4,200, plus six per cent commission and VAT.

It was a fine sale with plenty of banter from well-respected auctioneer John Marchant who, as always, gets the best out of the lots.

HORTICULTURIST'S COLUMN

On sale at Tractomania was a GM420, which featured flexi-style hydraulic four-wheel drive, again like a Holder. It was painted in the Staub blue colours, although I noted various shades of this on what was offered and dated from the late '60s, I believe.

The highlight for me was a Fahr Handmotormäher HML, which came along in 1949 and started production properly in 1950. They were fitted with the Triumph-Werke Nürnberg (TWN) 246cc 6hp engine, which can be rather smoky.

This model had three speeds and was capable of 7kph. It was made from 1950-60 and this particular example was an early one (0078) in original condition. It certainly stood out as *the* horticultural machine at the show.



This Energic 712-6V was one of two complete machines on offer.



One of the Tractomania highlights was this gem of a Fahr Handmotormäher HML (0078).

RIGHT: Martinet tractors were fabricated in Bordeaux and the B2 used the Citroen B2 engine or the Ford T or B series engine. Note the huge sump.



What a lovely, complete Micromax tractor. It runs and was used in the vineyards with a rear winch. Fitted with a Citroen engine, it is a rare tractor these days.

RIGHT: A Mabec seen on one of the stands before the show had opened.



Two of these very complete Energic machines were on offer and looked the part.



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The 240 in focus

In the last issue Mark Channell waxed lyrical about the Massey Ferguson 240's engine, transmission and hydraulic system, among other things, and this time he concludes his profile of the model with a look at cabs, wheels and tyres and variants of the standard ag-spec tractor.



As well as the other areas that I covered previously, cabs also make for an interesting study on the 240 tractor. With the first model being called the MF 240QD – we all know by now that QD stood for Quick Detach. The 135QD was the first to sport a Quick Detach cab, which I assume was a way of getting around health & safety regulations for noise

and rollover protection, yet affording the farmer the opportunity to 'go topless' in areas of low ceiling height.

One of the problems MF encountered when simply 'adding a cab' to an existing model was the fact that the battery on the MF 135 was to be extracted right where the windscreen should go. The task of overcoming this was given to Cab-Craft Ltd.,

which made a pretty good job of fitting the 135 QD cab with an additional 'mini-me' windscreen over the battery box to aid battery replacement. The only problem with this little window was that the frame was right in the driver's line of sight, which won the 135 QD no friends and possibly even put prospective buyers off the machine altogether.

LEFT: One of the first 240s for export leaves the Banner Lane production line. Photo: AGCO.

The 240's new cab would seek to overcome this and it did so with flying colours. Those clever people at Cab-Craft modified the windscreen on the 240QD's cab so it went right to the bonnet top – brilliant! This was until you needed to replace the battery, then the cab had to be unbolted and moved forward slightly to obtain access. A case of the devil and the deep blue sea I guess. I must point out that I am taking nothing away from the engineering department of Cab-Craft, which could clearly only work with the tools it was given (so to speak).

This early QD cab really was a nice place to be – with copious amounts of rubber and vinyl padding serving to deaden the noise and an MF spring suspension seat as standard, you really did feel at home. Another minor improvement over the previous 135 that often goes unnoticed is the slightly smaller steering wheel. MF cunningly revised the steering ratio on the 240 to compensate for this smaller wheel that made the cab feel a lot roomier and afforded the driver a more friendly driving position.

Another improvement over the previous cab was the inclusion of curved leading edges for the tractor's rear fenders, which allowed branches to ride up and over the wheels without causing damage to the tractor or the crop/tree.

MF's relationship with Cab-Craft looks to have ended around 1983 when the QD cab appears to have been dropped from the range. It's about as clear as mud as to what MF did after they finished this cab, but in a distinct move away from the Quick Detach style of cab, MF appeared to favour Duncan of Aberdeen to supply a more modern and comfortable operator's cabin.

I have found evidence to support the fact that the GKN Sankey cab fitted to larger models within the 200 Series range was fitted to some 240s, but this appears to be only for the export markets of mainland Europe and, strangely, is always accompanied in the literature shots by the larger tyre sizes of 7.50-16 fronts and 12.4-36 rears.

One thing is for certain that after the cessation of the Cab-Craft cab, MF switched over to what it called 'ergonomic pedals' for the clutch and brake actuation. Although the export platform models retained the 'standard pedals' of the previous models, it appears that all new models got these pedals by default. ►



A publicity shot for the 240QD. Photo: AGCO.



The 240QD was equipped with a rudimentary PVC-type rear 'window'. Photo: AGCO.



This 240 has a Sirocco cab with flexible cladding. The tractor was presumably destined for the export market. Photo: AGCO.

The last cabbed 240 to be manufactured by Banner Lane has to be the best one, with comfort levels similar to much larger machines and it even came with the benefit of a glass rear window to keep out the draft, noise and dust.

Wheel & tyre combinations

UK-supplied machines have the standard 6.00-16 front tyres and 12.4-28 rears. Wheel rims on the 240 were initially similar to the GKN-supplied rims of the 100 Series tractors, although once again I can point out one further subtle difference where the rim-to-dish bolts have the heads on the opposite side to a 135 (240 head is on the outside of the wheel – nut on the inside – reversed on all previous 135s). Later type UK-supplied 240s have a different style of rim, where the dish bolts to the rim in four places, each one with a duo of bolts.

Although we are only focussing our look at the 240 as supplied on the UK market, it is worth recording here that export models came in a variety of wheel and tyre combinations. Machines manufactured in Turkey, under an MF manufacturing license, had rear wheel weights fitted as standard to the larger 13.6-28 wheel and tyre combinations, although the 12.4-28s could also be chosen as a no cost option.

I have seen some lovely 'pimped' (that's 'souped-up' for the older generation) 240s from Turkey, India and Pakistan with front bumpers and even full bonnet covers to protect the wonderful MF Super Red paintwork. The Australians have always had a love of 'big boots', which offer much improved traction in their dry and dusty soils, with massive 14.9x24s appearing to be the stock standard choice on UK-supplied export machines.

MF 240 SERIAL NUMBER DATA

Year of manufacture	Serial number from	Serial number to	Number produced
1979	500001	505098	5097
1980	505099	513211	8112
1981	513212	518906	5694
1982	518907	522236	3329
1983	525135	530000	4865
1983	550001	551832	1831
1984	551833	557557	5724
1985	557558	562419	4861
1986	562420	563863	1443
1987 onwards: new numbering system adopted - production figures only published			

Note: The 240 continued to be offered to the UK farmer long after the launch of the 300 Series tractor in 1986.

Front weights

Another 'little ditty' you may not know about the MF 240 is that the early models were offered with older-style 100 Series weights (simply painted MF Light Grey) before the later brown model received the more modern 45kg suitcase weights offered on the 600 Series range of tractors. The front weight frame for the 240 is exactly the same as the late model 135QD it replaced, but should not be confused with the older-style 135 frame designed for the swept-axle version of the tractor.

Once again I'll record here that the 240 was, in most cases sold around the world heavily weighted as standard. The FedMech version of the 240 sold in South Africa had rear wheel weights as standard and was counterbalanced at the front by four silver-painted suitcase style weights previously seen in the UK on the 65 tractor.

MF 240 INDUSTRIAL (MF 20B) SERIAL NUMBER DATA

Year of manufacture	Serial number from	Serial number to	Number produced
1979	855001	855215	214
1980	855216	855435	219
1981	855436	855559	123
1982	855560	855473	87
1983	855744	855893	149
1984	855894	855913	19
1985	855914	855996	82
1986	No data published after this date		

Note: As you can see from the chart above, the MF 20B was not really a popular machine within the MF Industrial Tractor application range.



A publicity shot for the export version of the MF 20B. Photo: AGCO.

MF 240 S Narrow



MF 240 S Narrow

UZEL has been manufacturing agricultural tractors for the domestic market and for export overseas early 1960s. Since 1963 UZEL produced over 300,000 tractors. In the recent years annual production has reached 25,000 tractors. Plant capacity is 35,000 tractors per year.

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M-F 240 47 hp



M-F 362 68 hp 2 or 4 WD

A narrow version of the 240. This one was assembled in Turkey under MF license by maker Uzel.

Industrial versions

Most of us will know that the industrial versions of the 135 were initially badged as MF 2135s and in around 1970 were re-branded as MF 20s. Following on from this tradition, the 240 was offered with an industrial specification and branded with the model number 20B.

The basic difference of this model from the standard agricultural version of the 240 is the inclusion of a speedometer with a built-in mileage recorder and a dual braking system to meet (the then) UK road regulations that required that any road-going vehicle (such as this) must have two separately-actuated braking systems.

What appears to be an importer's conversion; the 240 vineyard as sold in New Zealand.

These brakes work from a wider rear drum and utilise two sets of shoes, one powered by the foot pedals and the other set of shoes being applied by operating the handbrake. Interestingly, in a later brochure for the MF20B, dated April 1984, the twin braking system appears to have been deleted, even as an 'add-cost' option.

Other 240 variants

With the specialist tractor market in great decline during the late '70s and early '80s in the UK, MF took the decision to offer the French-built 135 vineyard and narrow tractor models alongside the UK-built 240QD. I hope it is fair to assume here that MF

MF 'Turf Specials' of the 240 and 362 tractors.

made the decision not to invest in costly development and subsequent production line alterations to produce a UK narrow or vineyard tractor, when the French factory already had the infrastructure and markets for these specialist machines.

Having said that, I cannot leave this brief look into the 240 model without giving you a flavour of some other more specialist tractors produced or modified for other sales territories during this tractor's long production run.

Variations such as grass or 'turf specials' were offered in the US and in New Zealand, MF agent Norwood offered a vineyard and low-slung ➤

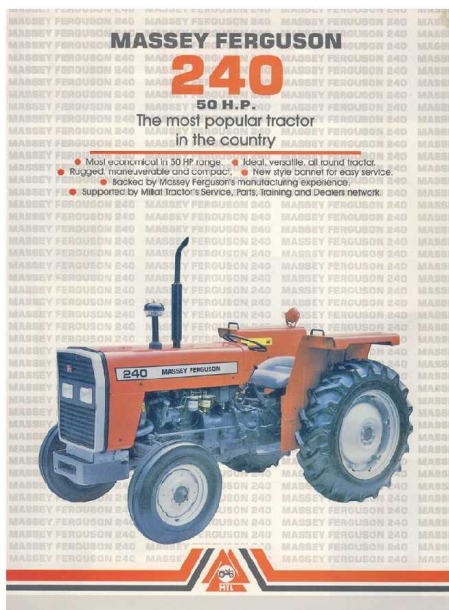
Notes: Research has shown that the QD cab manufactured by Cab-Craft Limited of Wolverhampton was not included in the specification for the 240 from late 1983/early 1984 onwards. The 1985 price list only offers the 240 in a 'less-cab' format. Cabs for the 240 after this time were manufactured by both GKN Sankey and Duncan. MF later went on to endorse both cabs in its literature, although the GKN version appears only to have been sold

on models intended for the export market. Also of interest is the deletion of optional Multi-Power transmission after 1983 from all price lists - although, much like the 135QD before hand, I suspect it would have been available as a factory build option through the dealership if you really twisted the salesman's arm. As always, we'd love to hear from any reader who owns a post-1983 model fitted with the Multi-Power transmission.

SAMPLE MF LIST PRICES FOR MF 240

Specification	July 1979	June 1980	July 1981	Feb 1982	July 1983	June 1985	Dec 1986	Dec 1989
MF 240QD 8-speed	£6,085	£6,979	£7,150	£7,592	£8,704	No longer available	No longer available	No longer available
MF 240QD 12-speed Multi-Power	£6,405	£7,346	£7,530	£7,972	£9,141	No longer available	No longer available	No longer available
MF 240 8-speed (Cab-less)						£8,236	£8,700	
Duncan cab for above						£1,335		
MF 240 8-speed Duncan cab								£11,800

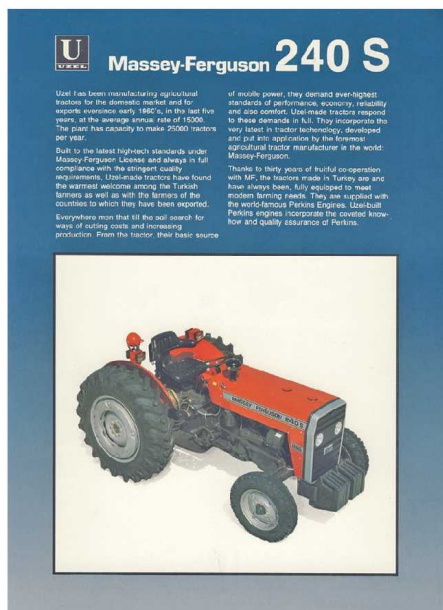
MODEL PROFILE: MF 240



A 240 manufactured in Pakistan by Millat Tractors.

orchard version which looks to have been converted by the importer itself. An Uzel-built 240S narrow, made in Turkey, and an MF-built (presumed UK) 240-4 wheel drive variant have been traced through my literature collection but I can find no further information as to where this model was sold, but once again I suspect it was New Zealand.

MF also granted a manufacturing license to Millat Tractors of Pakistan to manufacture the 240 model, which, although similar in construction to the UK and Turkish-built machines, soon



The Uzel 240S, made in Turkey and sold on the home market and for export at a considerable rate.

obtained a poor reputation in the UK and at one point the model, ceased to bear the Massey Ferguson name and was merely branded by the company as the 240 tractor.

Similar manufacturing licences were granted to the Ursus tractor factory in Poland, and Tractors and Farm Equipment (TAFE) of India.

As the 240 has been such a worldwide hit, I have found it extremely difficult to compile a definitive and comprehensive list of production plants and dates



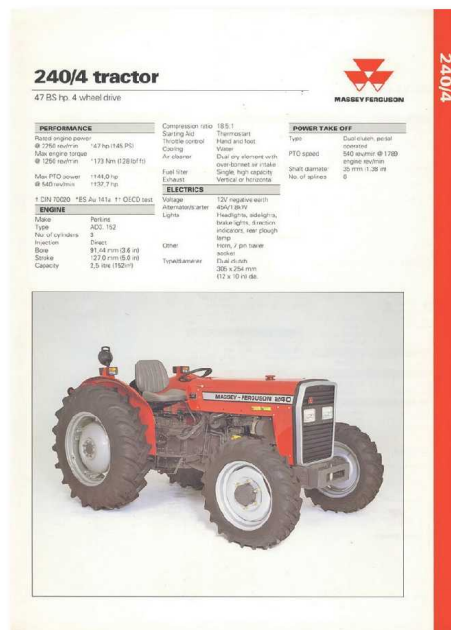
Open station version of the 240 for the export market - most probably the USA in this case.

throughout the world. With the launch of the 240 in 1979 and the TAFE 241 still in production, I think it is fair to suggest that the 240 has to be one of the longest lived and loved tractors ever produced by Massey Ferguson.

As the 240 is simply an improvement over the best tractor ever (I am of course referring to the 135), I can only put its considerably-lesser popularity within the UK collector scene down to the fact that it is still too young to appeal to us all as a true classic machine. ■



One of the last 240 models built in the UK, complete with Duncan cab.



A rare example of a four-wheel drive 240. Sadly, this single-page brochure does not tell or show us much detail of the front axle. Note the squared-off headlights to the front grille.

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GO up for grabs!

Seen at the 2018 Berwick St. John Country Fayre near Shaftesbury, Dorset, on 15-16 September, along with a number of veterans, was Sandstone Estate's rare 1920 General Ordinance (GO) 14-28 – no. 1682. Although looking very dusty, the tractor does run and it was great to see it out from its UK base.

Made at Cedar Rapids, Iowa, the General Ordinance Co bought out the leftovers of the Denning Tractor Co. and sold off its leftovers before introducing its own 12-22 and 14-28 models. It didn't make them for very long and it was all over by 1922. There are nine known examples to have lasted, and this is the only one in the UK today.

It would be good to see the tractor at next year's 1919 Tractor Trials re-enactment at Great Casterton on 20-21 September, as the marque was part of the original trials. This



The 'GO' as shown at Berwick St. John. The tractor has taken part in a number of Guinness Book of Records events over the last 20 years. Photo: Joseph Lewis.

tractor is up for sale and if you are interested in purchasing it, please call, tel: 01323 833125. Let's see if we can keep it in the UK.



What make of engine did GO use in its 14-28 and why did the company give up so early in tractor manufacture when it was so promising? Photo: Joseph Lewis.

Crawley Agrimotor stars

The undoubted highlight of the tractor section at the Cheffins Vintage Collective on 20 October was the 1920 Crawley Agrimotor (234). It is thought to be one of three new to Frank Sainsbury from the supermarket family, who farmed at Haverhill in Suffolk.

This tractor later was used at the beginning of WW2 as a road block for the Home Guard and laid beside the B1115. It was saved by the Miles family, famous for running a huge fleet of 16 Walsh and Clark internal combustion-powered winding engines and one traction engine. This was a type immortalised on a Wills cigarette card and featured the powerful and now rare Rutenber Motor Co. four-cylinder 32hp engine – a type used in the WW1 Liberty truck.

Robert Miles rebuilt the engine in the '80s and the tractor was sold to farmer/collector Brian Bowles from near Boston, Lincolnshire, who continued the superb restoration.

I saw it in action at the National Ploughing Championship in 1994 near Peterborough in hot and sunny conditions, where Brian was doing a splendid job. I then saw it in action at a number of occasions and remember Brian Bowles at Weeting Rally in Suffolk, ploughing with it in the light soil there.

I have great respect for Brian who is a tractor pioneer and first preserved IHC tractors, if my memory serves me correctly. Watching him plough with the Crawley was very special and the effort turning it at the headlands made me think what hard work it was. I certainly could see why motor ploughs went out of action, which were more popular in Germany than anywhere else, having been introduced there in 1908.

Irish Free State Fordson



LEFT: The 1932 Irish Free State Fordson Standard N.

RIGHT: The pulley cover indicated that the tractor had evidently been used to drive stationary machines.





The very interesting 1920 Crawley Agrimotor that is the second highest-priced tractor this year at £64,500. Photos: David Reed.

The Crawley brothers, Albert and Arthur, were an interesting pair who came to an agreement with Garrett of Leiston, Suffolk, to produce the Agrimotor. They were large steam manufacturers at the time and only three Crawleys were made there. I once asked the late Bob Whitehead, a leading authority on Garrett, why things didn't work out and he said that Victor Garrett had told him that the brothers were difficult to get on with, there were problems with the original power unit and the company was expected to develop the tractor too.

This was not in the agreement and as Garrett had major WW1 contracts going on at the time, it was difficult to fit the manufacturing of the Agrimotor in at the same time.

The Crawley brothers then set up their own premises at Tower Works, Saffron Walden, and went on to sell a reasonable number across the world, with the machine seen as very fashionable. The key factor with the Crawley is that it offered the opportunity to not only be used as a motor plough, but as a farm tractor. It was killed off, like so many other British tractors, by the unit construction Fordson F, which was around half the price of a Crawley.

Whilst at Tractomania in France, I spotted an early-to-mid 1932 Cork-built Fordson Standard N for sale at €5,000. It featured the dipstick in the transmission, instead of the two oil level taps on the sump, a later-style governor with pull-rod throttle (although it did have a redundant throttle lever under the steering wheel).

The fuel tank was embossed with 'Ford Motor Company England', but it all fitted with the tractor and its many coats of original paint work. The pneumatic wheels on the front were French and the rears were rim conversions.



This Overtime R ran well, but needs further work. It made £34,000.

Today the tractor is in good condition and was in ploughing format at Cheffins' auction, with the inclusion of the front wheel extension. There are six known Agrimotor survivors, including one owned by the Science Museum.

There was certainly an air of anticipation as the Crawley came up for sale. The bidding started at £15,000 and kept rising until it reached £64,500, with John Bownes as the under bidder. The tractor is heading back to the delightful town of Saffron Walden where it was made 118 years ago. As was said at the time, it wasn't just a tractor that was on offer, but part of farming history.

It was followed by a 1916 Overtime R, which was sold by Cheffins before and after sorting the engine out the vendor had it running well and it had been rallied in September at Henham. It went on to sell for £34,000.

Classed as a better Fordson F, but never really proved, the British Rushton was a bit of a white elephant – introduced just as the Wall Street crash was biting hard, which greatly affected farming worldwide. More than 1,000 of the 14-20 model were made and by 1929 the original name of General had been replaced on the radiator header tank by Rushton – the name of the creator of the tractor.

London-based AEC (Associated Equipment Company) had backed the original company and London Transport had a fleet of these tractors



Looking very complete, but not the easiest to restore, this Allis-Chalmers 20-35 saw the hammer fall at a fair £3,700.



The older restored 1929 Ruston 14-20 (A828) was to sell for £20,000.



This Fordson F sold for £2,200.

around its depots until after WW2, by all accounts. This 1929 example (no. A828) sold for £20,000. The industrial example (A515), with Muir-Hill solid tyres, did not sell.

Other veterans featured at Sutton included a 1939 Allis-Chalmers 20-35 with seized engine, but in complete condition, selling for £3,700. A tractor that's been restored for a number of decades was a 1927 Fordson F (336226), TW 8041, that has featured at all of the major events. It sold for £3,200, which was perhaps a little cheap for what it is. It's a very late example, but it does have a UK history, and perhaps the price was down to the fact that there are plenty of this model around. Two other Fs were offered – selling for £2,200 and £1,700.

Later on there was an International 10-20 that was glossily painted in an interesting colour and on spade lugs, which sold for £3,900 plus VAT. Also present was a complete 1925 Hart-Parr 18-36 that made a very good £12,000 +VAT.



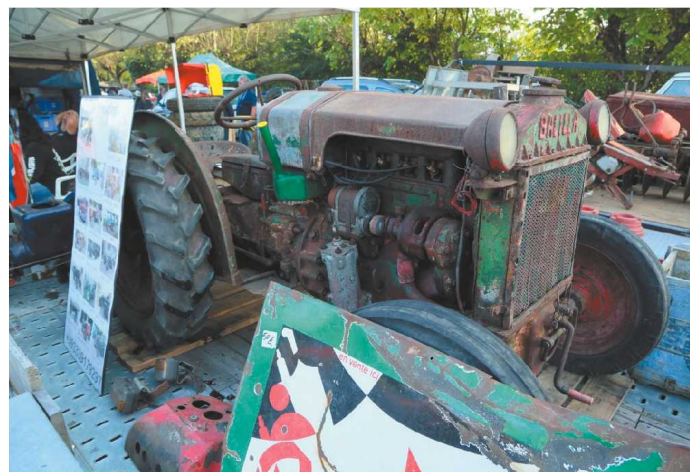
Selling very well indeed - the Hart-Parr 18-36 at £12,000 +VAT.

Balilla comes to the UK

Colin Lewis, from Wales, is a fan of Tractomania and in the past he has sourced a French-built Austin from the event. This year he found a lovely Balilla 10/13, entered by Seimon from Northern Italy.

La Motomeccanica Brevetti Ing Pavesi was a company founded in Milan to produce tractors at the beginning of the 1930s, by Italy's most famous tractor engineer Ugo Pavesi, who was born in 1886 in Turin. In 1911, Pavesi and Giulio Tolotti, built the first Italian internal combustion-powered tractor and the Pavesi company sold out to Fiat in the mid 1920s.

With connections to Alfa Romeo, Pavesi designed the Motomeccanica of Milan 'baby' 10hp Balilla tractor that first came out in 1931 and was sold as an Alfa Romeo until 1935. Pavesi died in 1935 after he had designed Italy's first



The 'baby' Balilla has great potential! The bolted-on oil pump (by the magneto) is huge compared to the rest of the tractor.

RIGHT:
The other side of the tractor reveals more details of what this tractor is all about.



crawler tractor that Motomeccanica introduced in 1933. It featured a 15hp engine and was made until 1951, by which time 1,400 had been built.

The Balilla features a 1,436cc petrol engine and was made for more than two decades, when 13,000 had been completed. Dating these tractors is not easy, and this one features the number 8869 and should have a six-speed transmission by all accounts. Can anyone tell us what year this one is?

They are well engineered tractors, but rather fragile all the same, and were expected to do more than they were actually built to do.

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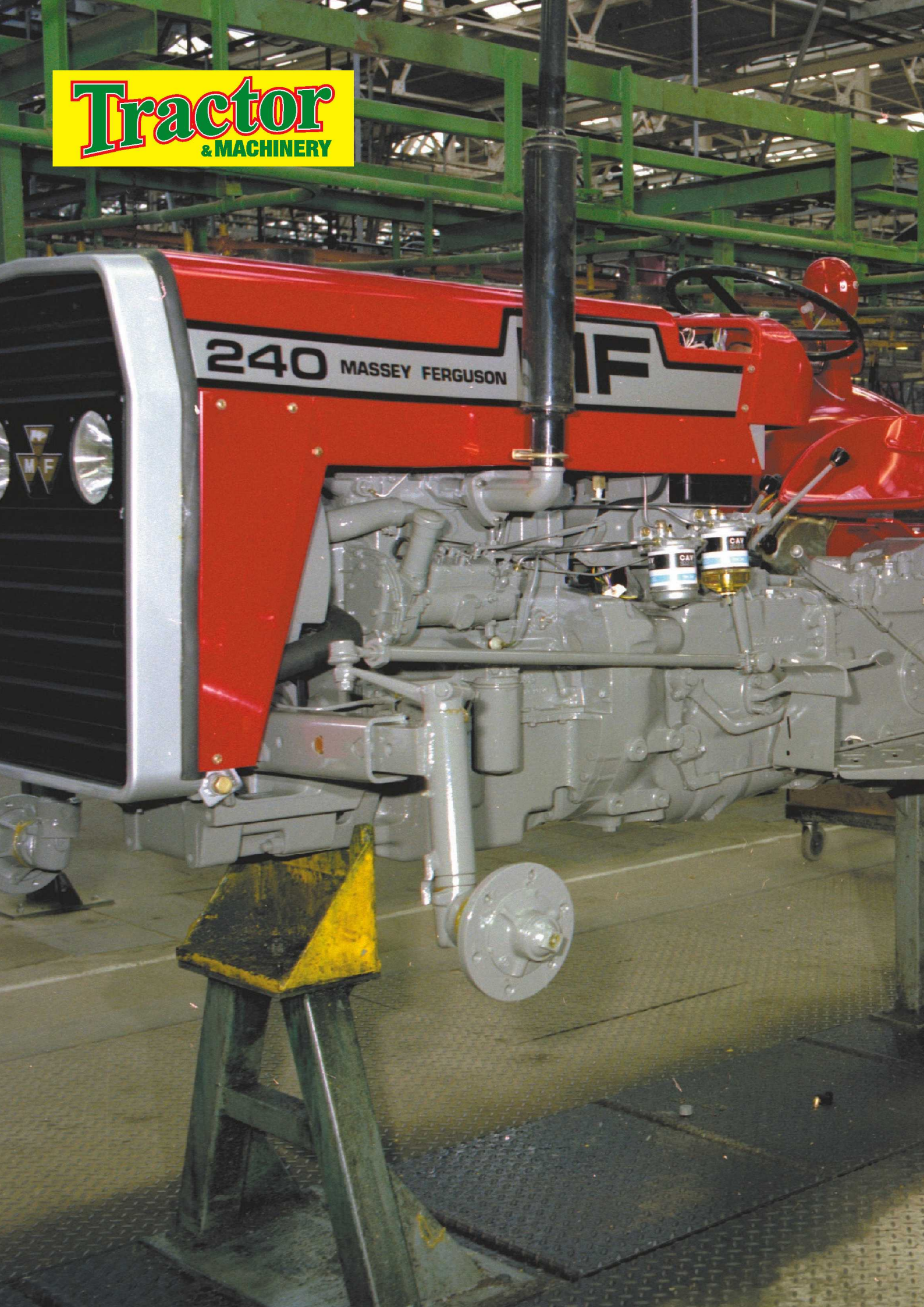
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What's on

Send details of your events for inclusion in this feature to Brian Tompsett, Homeleigh, Back Lane, Cross in Hand, East Sussex TN21 0QA or e-mail: brian.tompsett@uwclub.net

For a full round-up of events, visit: www.tractormagazine.co.uk

Nov 25. Christmas Market, The Brickworks Museum, Swanwick Lane, Swanwick, Southampton, SO31 7HB. Tel: 01489 576248.

Nov 25. Victorian Steam Special, Coldharbour Mill, Uffculme, Cullompton, EX15 3EE. Tel: 01884 840960.

Nov 26. NVTEC North Midlands Group, The Ex-Serviceman's and Workman's Club, Smalley Common. Bill Braime, tel: 07815 017184(after 6pm).

Nov 28. Traction Engine Club of Ulster Ltd, 8pm. Truffles Restaurant, New Street, Randalstown. Alan McAteer, tel: 07866 555436.

Nov 30. County Down Traction Engine Club, Manor Court Hall, Mill Street, Newtownards. Pauline Davison, tel: 028 9754 1334.

Nov 30. NVTEC New Forest Group, Copythorne Village Hall, Cadnam. Derek Olden, tel: 02380 848754.

Dec 1. Open Day, Brede Steam Engine Society Pumping Station, Brede, Hastings, TN31 6HG. John Foxley, tel: 01323 897310.

Dec 1. Santa, Fun, Food and Craft, Medway Queen Preservation Society, Gillingham Pier, Pier Approach, Gillingham, ME7 1RX. Tel: 01634 575717.

Dec 1. Southern Classic Off Road and Racing Show and Motorcycle Jumble, Kempton Park Racecourse, Staines Road, Sunbury on Thames, TW16 5AQ. tel: 01507 529430.

Dec 1. Vintage Toy Fair, Market Hall, Hart Street, Maidstone, ME16 8RG. Tel: 01732 840787.

Dec 1-2. Christmas at a Victorian Mill, Etruria Industrial Museum, Etruria Vale Road, Etruria, Stoke-on-Trent, ST1 4RB. Tel: 07900 267711.

Dec 2. A Christmas Cracker, Ipswich Transport Museum, Old Trolley Bus Depot, Cobham Road, Ipswich, IP3 9JD. Tel: 01473 715666.

Dec 2. Christmas Toys and In Steam, Abbey Pumping Station Museum, Corporation Road, Leicester, LE4 5PX. Andrew Simpson, tel: 0116 299 5113.

Dec 2. In Steam, Ellenroad Steam Museum, Elizabethan Way, Newhay,

Rochdale, OL16 4LE. Tel: 07789 802632.

Dec 2. Sedgemoor Vintage Sort-Out, The ROF 37 Club, Woolavington Road, Puriton, Bridgwater, TA7 8AD. Tel: 07785 765826.

Dec 3. Ayrshire Vintage Tractor and Machinery Club, The Gailles Hotel, Marine Drive, Gailles, Irvine. Bill Davidson, tel: 01292 442505.

Dec 3. Hannington Vintage Tractor Club, 8pm. Isham Cricket Club, Orlingbury Road, Isham, Kettering, NN14 1HM. Roger Watson, tel: 01604 643872.

Dec 5. Anglesey Vintage Equipment Society. Tafarn-Y-Rhos, Llangefni. Hugh Walton, tel: 01286 870744.

Dec 5. Border Counties Vintage Club, 8pm. The Old Court Hotel, Symonds Yat West, Ross-on-Wye. Colin Davies, tel: 01989 565461/07879 873186.

Dec 5. NVTEC Ballyeaston Group, 8pm. Brann Memorial Hall, Ballyeaston. George Armstrong, tel: 028 9334 9513 or 07802 620038.

Dec 5. NVTEC Merioneth Group, 7.30pm. Royal Ship Hotel, Dolgellau. Mr A Main, tel: 01678 530408.



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Dec 5. NVTEC Thames Valley Group, 8pm. Englefield Social Club, The Street, Englefield, Theale. Ron Moore, tel: 0116 279 2228.

Dec 6. Sunderland and District Classic Vehicle Society, 8pm. Prospect Public House, Durham Road, A.690 West of Sunderland. Bruce, tel: 01915 510029 or Ian, tel: 07769 626675.

Dec 6. Wiltshire Agricultural Preservation Group, Burbage Village Hall, Burbage, Marlborough. Mrs Jo Tilling, tel: 01672 810534.

Dec 8. Christmas Fair, Combe Mill, Blenheim Palace Sawmills, Long Hanborough, OX29 8ET. Tel: 01993 358694.

Dec 8. Train, Model and Toy Fair, Cheshire County Sports Club, Plas Newton Lane, Upton, CH2 1PR. Tony Oakes, tel: 01270 652773.

Dec 8-9. Christmas Fair, Papplewick Pumping Station, Rigg Lane, Nottingham, NG15 9AJ. Tel: 0115 963 2938.

Dec 9. 1940s' Christmas, South Yorkshire Transport Museum, Unit 9, Waddington Way, Sheffield, S65 3SH. tel: 07852 298082.

Dec 9. Christmas Event, 2pm. Guildford Model Engineering Society, Stoke Park, London Road, Guildford, GU1 1TU. Mike Sleight, tel: 01483 536937.

Dec 9. Christmas Special, Prickwillow Drainage Engine Museum, Main Street, Prickwillow, Ely, CB7 4UN. Tel: 01353 720737.

Dec 9. 'Normous Newark Autojumble, The Showground, Newark-on-Trent, NG24 2NY. Tel: 01507 529430.

Dec 9. South Midlands Classic Transport Meet, 11-3pm. 1 Wythall Green Way, off Middle Lane, Wythall, Birmingham. Andrew Lyndon, tel: 01564 822800/07976 327975.

Dec 10. Dumfries & Galloway Vintage Machinery Club, Dumfries Rugby Club, New Abbey Road, Dumfries. Mr B Gordon, tel: 01387 710584.

Dec 10. Moss Valley Agricultural Preservation Society, 8pm. Mosborough Miners Welfare Club, Mosborough, Sheffield, S20 5AD. Richard Brown, tel: 01442 890517.

Dec 11. NVTEC Rutland Group, 8pm. Conservative Club, Sherard Street, Melton Mowbray. Grahame Voss, tel: 01162 597296 or 07973 617041.

Dec 12. East Cornwall Vintage Machinery Club, 7.30pm. Royal British Legion Club, Barn Street, Liskeard. Mark Wilton, tel: 01579 320462.

Dec 12. Leominster Vintage Club, 8pm. The British Legion Club, South Street, Leominster. Sandra Hill, tel: 01568 620381 or 07935 296036.

Dec 12. Lincolnshire Fenland Preservation Group, Boston West Golf Club, Hibbert's Bridge, Boston. Caronne Daft, tel: 01205 751456 or 07968 158286.

Dec 13. Malpas Vintage Machinery Association Ltd, Coronation Hall, Bickley, Malpas. Bill Evans, tel: 01978 780749.

Dec 18. NVTEC Cheshire Group, 8pm. Conservative Club, Winsford. Tel: 07854 258744.

Dec 18. NVTEC Dyffryn Ial Group, 8pm. The Anchor Inn, Ruthin. H Morris, tel: 07710 556194 or M Jones, tel: 07870 460084.

Dec 18. NVTEC Sodbury Vale Group, 7.45pm. The Old Grammar School, High Street, Chipping Sodbury. David Bryant, tel: 01454 261184.

Dec 19. Antrim Vintage Club, Chimney Corner FC. John Bolton, tel: 028 9446 4627.

Dec 20. NVTEC East Anglia Group, 7.30pm. Ryston Park Golf Club, Ryston, Downham Market. Andrew Hunt, tel: 01366 388907.

Dec 20. NVTEC Ouse Valley Group, 7.30pm. Wilstead Bowls Club, Wilstead, Bedford. Phil Moffat, tel: 01234 857121.

To avoid disappointment, please check with the event contact before setting off, especially when travelling long distances.



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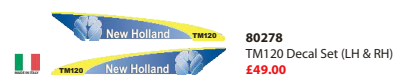


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Suffolk working day

Peter Earl reports on Blue Force's successful event on Sunday 9 September.

Following on from the success of the working day that was held in Suffolk in 2017 to celebrate the 100-year anniversary of Ford, Fordson and New Holland, I decided that after so many enquiries regarding a follow-up event in 2018, I would see what could be arranged.

A quick phone call to Blue Force member and last year's host, James Forrest, to see if there was a possibility

of using land around Mowness Hall once again was, as usual, met with much enthusiasm for having another working day there. So the seed was sown and with the date and charities decided, and the land earmarked, planning and promotion of the event was underway.

Ernest Doe & Sons was also keen to help and supported me with the arrangements and publicity for the event. The company brought along its hospitality trailer, two new Tier 4B tractors; a T7.245 and T6.125, a Boomer compact tractor, Silver Jubilee 7810, Doe 130 and a T7.270 Auto Command coupled to a Lemken six-furrow plough for its working plot.

The weather on the day could not have been better – the sun broke through after some very light early morning drizzle and it remained dry for the event. All in all, around 45 tractors were present on the day; a combination of both working and static exhibits. This year it seemed to be very much back to the '80s with three 7810s and a 7610 all ploughing, which made for some great photography, and also a TW-25 and TW-35.

It was also great to see Angus Hamilton's Versatile 946 working with a 10-furrow Dowdeswell semi-mounted plough. Angus brought the 946 along last year but, due to unfavourable ground conditions, he was unfortunately unable to work it. He certainly made up for it this year, drawing a large crowd as he made his way up and down the field. It was

A 10-furrow Dowdeswell reversible plough pulled by a Ford Versatile 946 made for an impressive sight.



This good-looking TW-35 was joined by a TW-25 Force II on the day.



certainly a spectacle to behold and I've lost count of how many photos and videos I saw of it posted after the event!

Stalwarts of the Fordson tractor range included a selection of Majors and Dextas, whilst conversions were well represented with a nice original County crawler and cultivator, and Philip Warren with his County 1184, which I later learned was one of the last to be produced at the Fleet premises.

Static exhibits included a Super Major, a Ford 555 digger, a very nice 7000, a 6600 with hedge cutter and Nick Smith's Model F – the oldest tractor on site. It was also a pleasure to have local artist Steven Binks come along to exhibit some of his collection of fine art prints and greeting cards for the public and exhibitors to view and purchase.

It was great to see so many people come along and attend the event – I even spoke to some people who had travelled up from Wiltshire just for the day! I was never really sure that after last year's 100-year celebration working day, just how many people would come along again.

My father was on the gate directing traffic for me and he asked several people if they came last year but

they hadn't, so obviously news of this working day had spread. It goes to show that there is still a great following for blue tractors. Everyone I spoke to during the day appeared to be thoroughly enjoying themselves and having a good time. It was a good social occasion!

The day would not have been the success it was without the support and generosity of both the exhibitors who brought their tractors along, some of who travelled a great distance at considerable personal expense to join in with the day, and also to what seemed like the endless stream of public who turned up to watch and support.

To raise some additional money Ernest Doe kindly ran a raffle with the chance to win a Universal Hobbies Model of the Doe 130 tractor, along with some additional prizes kindly donated by New Holland Agriculture, Blue Force and Ernest Doe.

Once again, a huge thank you has

to go to James Forrest for hosting the event and to Ernest Doe who supported me with the arrangements and publicity. Also thanks to Ragmarsh Farm for the catering, keeping everyone fed and watered throughout the day. Thanks also to everyone else who chipped in and offered their services to help with the smooth running of the day, especially to Blue Force's Chairman Peter Plehov, as without him I think that I would have struggled with the running of the day.

I have been overwhelmed once again with the enormous generosity from both exhibitors and members of the public; the total raised on the day was just under £1,600, which is more than last year. After some additional donations after the day, I was very pleased, with James, to present cheques for the sum of £900 to each of the two charities that were chosen to benefit from the event – East Anglia's Children's Hospices and St. Elizabeth Hospice – two very worthwhile local causes.



It was back to the 80s', with a Ford 7610 and a trio of 7810s working together.



A smattering of Majors and Dextas flew the flag for older blue tractors.



Southwell Ploughing

Following an invitation for *Tractor & Machinery* to attend, we were delighted to accept and take in the excellent annual Southwell Ploughing Match & Show that took place at Little Carlton, near Newark, on 29 September, says *David Reed*.

It brought together more than 100 ploughmen and women, who displayed their skills for all to see. Make no mistake, this is not just a ploughing match, it is an agricultural show too, with all of the attractions associated with such an event. With animal classes, produce and craft tents besides a fine selection of static vintage and classic tractors to inspect, there is a lot to see. The surprising thing is that this is only a one-day show, and is billed as being the largest one in the country.

It was the ploughing that was the main attraction for us and after some initial confusion regarding the plot

numbers, work got underway. Class 1 was the Conventional Ploughing World Style and this saw James Robson working hard with his 1977 Fiat 540 Special DT, while Don Woodhouse was powering his 1973 International 574 with his very successful home-built plough. Alex Townroe was working with a 1984 Ford 4610, but winner of the class was Ashley Boyles of Lincolnshire, who was working with his 2003 Massey Ferguson 4215 with Kverneland plough.

In the Reversible Plough World Style class, Ray Ogden of Leicester was seen hard at work with a 1967 Ford 4000 and Ransomes TS81 plough, while C Shaw was operating a 1997 Massey Ferguson 6170. Another MF, this time a 3085 from 1993, was being worked by Alan Critchlow. The winner of the class was British Champion Mick Chappell of Doncaster, who was driving a 2017 Kubota M5091.

It was then onto Class 3 and the

reversibles, where the class was split in two sections based on the results from the previous two years. Here Edward Wright was with a 1967 Massey Ferguson 135 with Ransomes TS81 plough, a tractor that had always been on the family farm and was restored two years ago, while James Best was working a 2014 Claas 530 Arion with Dowdeswell DB7D2 plough. Mark Walker was to be seen with a 2014 Fendt 724 with Lemken Eurolap 8 plough.

The award for the best work with a New Holland or Ford tractor was Sebastian Graff-Baker on his 1969 Ford 3000 that he bought some 25 years ago now. It was partnering a Ransomes TS82 plough at the event.

Winner of Class 3a was Anthony Rodgers, who was using a 2007 Massey Ferguson 5455 with a Dowdeswell plough, while finding success in Class 3b was Howard Blundell who was with a 1991 Case IH 1455XL and Dowdeswell DP120S plough. Howard actually did the treble, by winning the award for the best work done with a Dowdeswell plough and best work done with a Case IH tractor.

This class also produced another winner who walked away with a number of awards. George Weaver, who was with a 2018 John Deere 6155R, was judged to be the best ploughman under 21, doing the best work by a young farmer, the best work with a John Deere tractor and the best novice. Well done to him.

Class 4 was for the Conventional Classics and Carl Fretwell was the major winner with his 1969 David Brown 880 Selectamatic. "I bought the DB some 25 years ago and restored it 22 years ago," he said, "And have just



James Hardstaff's 1955 County crawler with a Ransomes Hexatrac plough was being driven by Ray Robson, who has been attending this show for 60 years. He was awarded first place in the class for his efforts, as well as the prize for the best-presented crawler.



Seen working in the conventional ploughing world style class was James Robson with his 1977 Fiat 540 Special DT.



Alex Townroe adjusting the plough behind his 1984 Ford 4610 in the conventional ploughing world style class.

Match & Show



Winner of the conventional ploughing world style class was Ashley Boyles, who was working with his 2003 Massey Ferguson 4215 with Kverneland plough.



Working in the reversible ploughing world style class was Ray Ogden of Leicester, who was working with a 1967 Ford 4000 and Ransomes TS81 plough.



Seen in the reversible ploughing class, Edward Wright was partnering his 1967 Massey Ferguson 135 with a Ransomes TS81 plough.

painted it recently." He has owned the Ransomes TS86 plough that his tractor was working with from new.

It was then onto the Ferguson class and the winner of class 5a was J Kitchen, with R Edwards taking the honours in class 5b, with the grey Ferguson doing the pulling in both cases. Staying with the vintage ploughing, class 6 concentrated on tractor and trailer ploughs produced before 31 December 1959. Here a number of Fordson Standard Ns could be found hard at work. In RAF colours was Anthony Salt's 1940 Standard N, which was working with a Ransomes RSLD No. 9 plough. The winner was John Milnes with Massey Ferguson 35 and a Ransomes RSLD No. 9 plough.

Class 7 featured tractor and mounted ploughs produced before 31 December 1959, where first place went to B Allman. In the novice section, Adrian Parker was to be seen with his 1960 Fordson Super Major. "It was a Lincolnshire tractor from Sleaford, but I bought it from Aberdeen three years ago," he said. It was working with a Ransomes TS59 plough and the winner was Dave Pearson working his 1957 Ferguson FE 35. This tractor had worked in Ripon originally and has had three owners from new before it passed to Dave about seven years.

The Intermediate/Classic ploughing class was open to all tractors and ploughs that had been in production before the end of 1976. The winner of the class was David Bailey and his 1964 Massey Ferguson 65. This tractor was new to Stanton and Staveley, being bought by David from Skegby around 2006. It was used in conjunction with a 1958 Ransomes plough.

In the crawler section, a couple of Caterpillar tractors were hard at work.



Alan Critchlow was using his 1993 Massey Ferguson 3085 and Dowdeswell plough in the reversible ploughing world style class.



Working with his 1969 Ford 3000 and Ransomes TS82 plough was Sebastian Graf-Baker.



Winner of class 3b was Howard Blundell, of York, with his 1991 Case IH 1455XL and Dowdeswell DP120S plough. He also won the award for the best work by a competitor using a Dowdeswell plough and the best work by an International or Case IH tractor.

Paul Rhodes was with a 1941 D4 with a 1950s' Ransomes three-furrow plough, while the famous Les Dodds was at the controls of a 1942 D2 that was partnering a Ransomes RSLD Major plough.

Winner of the class though was Ray Robson who was with James Hardstaff's 1955 County crawler that was coupled to a Ransomes Hexatrak plough.

Other winners included A Marshall in the horticultural section, while both M Taylor and J Weston won awards for best-kept tractors. Away from the prize

giving, a selection of Does was to be seen in action doing some exhibition ploughing.

In the static section Colin Cooper's lovely 1948 Massey-Harris 22 could be seen, a tractor that came to the UK five or six years ago. "I bought it around three years ago in a rough condition," he said. "It has been restored over a two-month period." Moving to the Ferguson marque, Amanda Hennell was to be seen with a 1957 Ferguson FE 35 that she has had for about two years. ►



Working with a Ransomes TS86 plough, this 1964 Fordson New Performance Super Dexta was bought by Chris Young of Rainworth, near Mansfield, eight years ago.



This 1966 pre-Force Ford 4000 is in original farm condition and was bought by Paul Ducksbury of Askham, near Newark, seven years ago.



This 1959 Massey Ferguson 35 was working with a Ransomes RSLD No 9 plough. With John Milnes at the wheel, the combination won Class 6, which was the vintage tractor and trailer ploughs built before 31 December 1959, as well as being awarded the prize for the best ploughing in classes 1 to 12.



This 1948 Massey-Harris 22 came to the UK five or six years ago, eventually passing to Colin Cooper around three years ago, in a rough condition. It has been restored over a two-month period.

"It has been totally restored from a pile of bits," she said.

An interesting Massey Ferguson was John Plowright's 42 from 1963 that was built in Beauvais, France. It was imported to the UK in 2015 and totally rebuilt, while Andrew and Linda Kemp were exhibiting their 1960 Massey Ferguson 35. This tractor had spent most of its working life at Thurgarton and the surrounding area and took part in a 500-mile trip to Ireland in 2012.

Paul Ducksbury was on hand with a 1972 Ford Force 3000 which he has owned for 12 years. "It was a complete wreck when I bought it," he said. "It then stood outside until last year when it was restored. A 1966 pre-Force Ford 4000 was another of Paul's exhibits. This tractor is in original farm condition and was bought by Paul seven years ago.

The Does duly paraded in the late afternoon sunshine around the ring, and made for a great sight indeed.

The Southwell event was certainly a popular one, attracting thousands of people to the site, and with the ploughing match complementing the agricultural side of the show, it certainly was an event not to be missed.

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Southwell Ploughing Match & Show

On Sunday 30 September the Sarum Tractor Club held its annual ploughing match at Chitterne Farms Ltd., near Warminster in Wiltshire, by kind permission of Eric Babey and family, *writes Keith Wallace.*

This year's match attracted 36 ploughmen – a figure lower than other years due to the fact that the match clashed with others being held over the same weekend. This normally doesn't happen, but several matches had been rescheduled from earlier in the year, due to the atrocious weather conditions associated with 'the beast from the east'.

Thankfully, the class of ploughing

made up for the shortfall of entrants, and this made for some difficult scoring by the judges, who had to go and look at some plots several times to gain correct judgment. It would appear that the plough of choice is still a Ransomes, although, when set correctly, a Ferguson plough can also make its mark.

It was also nice to see a larger gathering in the horticultural section at this year's event, which is something that the Sarum Tractor Club is pleased to promote, even though it was sometimes hard going for the smaller machines on this typically hard, chalky and heavy soil, which makes up part of Salisbury Plain.



Richard Witt with his 1940 Caterpillar D2 and Ransomes four-furrow plough.

The Sarum Tractor Club also holds a 'practice ploughing day' the day before for the match for those that require some advice and tuition, which is freely given by the judges, who are members of the Society of Ploughmen and give their time and experience to those that are quite new to this type of competition, as well as those that are more experienced and looking for help with the finer details.

All in all, a good day was had by all, and with a raffle on hand to aid the club, hardly anyone left empty handed, even if they didn't win a prize for ploughing.

WINNERS:

Class 1 (trailed ploughs)

Richard Witt, Caterpillar & Ransomes

Class 2 (two-furrow vintage mounted)

Will Collins, MF 35 & Ransomes

Class 3 (three-furrow mounted)

David Pope, Ford & Ransomes

Class 4 (two-furrow classic)

Andrew Neave, MF & Ransomes

Class 5 (four-furrow and over)

Mike King, Ford & Ransomes

Class 6 (horticultural)

Chris Kearn, British Anzani

Champion

Andrew Neave, MF & Ransomes

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Ballygowan tractor road run



Some of the 21 Muir-Hill tractors that took part.

On Saturday 15 September, the Co. Down village of Ballygowan was the venue for a charity tractor road run and a special gathering of Muir-Hill tractors. Those that attended the event witnessed a sea of yellow Muir-Hills assembled in a field just off the church hall car park – an area set aside for the four-wheel drive tractors on the run

and making a wonderful sight for all.

Nearly every model built by Muir-Hill was represented at the event – the only model not on show was the 110. A total of 22 Muir-Hills were present, including a shunter tractor and a very interesting 101 that was back on this side of The Pond after a spell in Minnesota, USA. This tractor was painted blue at the request of

its original owner, but now belongs to Martin O'Sullivan of Co. Cork. A further 98 tractors assembled in the main car park, totalling 120 tractors.

The event was organised by Brian Dempster and Matthew Jones, alongside the Carrickmannon Primary School PTA. The event was supported by Cooke Bros. Engineering of Newtownards, Co. Down, who brought along a significant number



An unusual blue Muir-Hill 101 owned by Martin O'Sullivan of Co. Cork.



Malcolm Cooke's 1984 Jewelltrac 116 was one of five tractors built for Wimpey Construction to help rebuild the Falklands after the war. It was driven on the day by Leo Mooney of Annalong.



A Muir-Hill shunter owned by David Thompson of Carryduff, Co. Down.



Left to right: Co-organiser Matthew Jones with Malcolm Cooke Snr. of Cooke Bros. Engineering, Andrew Cooke, co-organiser Janice Cooke, Jennifer Harper of the PTA, Wendy Murray of the PTA and Brian Dempster.

of tractors, including some rare tractors such as the BT Roadless 120 and a Northrop 5004T.

The event drew a large crowd and people brought their tractors from as far away as Donemana and Omagh, Co. Tyrone, and there were also spectators from Co. Donegal. The road run covered a route of 15 miles

around the countryside of Comber and Moneyreagh, before returning to the church hall where supper was served by the members of Carrickmannon PTA.

Janice Cooke, Chairperson of the School's PTA said the event was a great success and thanked all those that took part. A total of £1,530 was raised

which will go towards the purchase of an interactive panel for use in Carrickmannon Primary School.

The organisers have indicated that plans are underway to build on the success of this first event and the hope is that it will be bigger and better with something special for next year, so, watch this space!

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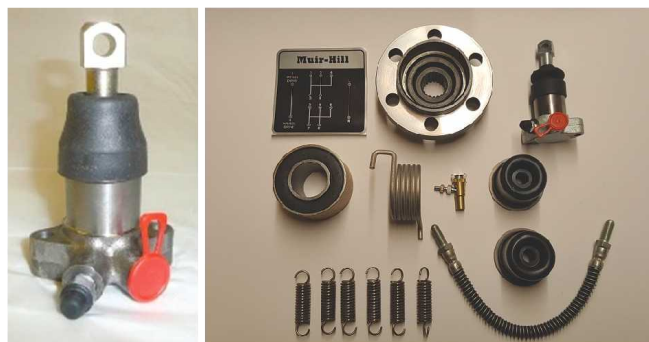
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Ploughing power

On Saturday 6 October a group of Muir-Hill and County enthusiasts assembled for a ploughing day on land belonging to Michael Branniff, at Ballyquintin near Portaferry, Co. Down, *writes James Connolly.*

John and Stephen Mageean, from Portaferry, were working their cab-less Muir-Hill 101 and County 1454,

while Ken and Isabella Cooke, from Newtownards, had their Muir-Hill 111, 121, and 141 at work alongside Ken's County 1454.

The weather was excellent and the venue simply stunning. It was close to the Irish Sea, looking out towards the Isle of Man on one side and the Strangford Narrows (the entrance to Strangford Lough) on the other side,

with views of the Mourne Mountains in the distance.

Lee Kane, from Ballynure in Co. Antrim, drove the 141 on the day and Richard McDonald, from Comber in Co. Down, drove Ken Cooke's County 1454.

There were a few different brands of plough used on the day, including the ever-popular Kverneland models, which are very common in this part of the world. John Mageean used a Sanderum four-furrow, semi-mounted spring-release plough behind his 1969 Muir-Hill 101. This combo was a delight to use and I must thank John for allowing me to plough with his tractor on the day.

The Muir-Hill 101 is fitted with a Ford 2715E six-cylinder engine, which was very responsive and the tractor had good grip levels. One touch of the foot throttle and the Muir-Hill 101 instantly picked up the pace, regardless of the ground conditions or the depth of the furrow ploughed. John had restored the Muir-Hill a few years ago and the tractor looks and sounds well. Early 101s were fitted with Perkins six-cylinder engines, but the Ford engine in John's tractor impressed me with its



Isabella Cooke putting the 111 through its paces.

LEFT: Lee Kane drove Ken Cooke's Muir-Hill 141 on the day. In the background is Ken Cooke, who was using his 121 with a Massey Ferguson six-furrow spring-release plough.

torque and pulling power.

Ken Cooke, using the 121, was ploughing with a Massey Ferguson six-furrow spring-release model, which is quite unusual to see in Northern Ireland. Isabella Cooke used the 111 and certainly made the Muir-Hill smoke using a Kverneland five-furrow plough.

Stephen Mageean used his recently restored cab-less 1973 County 1454 to plough with a Kverneland four-furrow plough. The tractor was rescued from a local quarry in Northern Ireland, where it had been used with a slurry tanker to keep water levels under control, but because of a rotten cab it had been sold off due to the strict health and safety rules in the industry. Stephen bought the tractor and restored it to the excellent condition it is in today, but he has a few things left to do to finish it off, including the restoration and fitment of a cab.

The Muir-Hill 141 and County 1454 tractors belonging to Ken Cooke were both ploughing with Kverneland six-furrow semi-mounted ploughs. This was a great chance to compare the two tractors from the '70s working together in the same field, head to head. In my opinion, the two tractors were evenly matched and there was little difference in the power and traction outputs of both of these four-wheel drive classics.

The 1454 has the heavier back axle and rear housing from the Ford 9000, compared to the 141 that uses the slightly lighter Ford back end from the 7600. In this case, it was fitted with a full set of rear wheel weights.

Perhaps on hills there would be a noticeable difference, but on the level ground of Ballyquintin there was no difference to be seen. The better turning circle of the Muir-Hill over the County at the headland was the only advantage that I noticed on the day, as both tractors excelled at this type of agricultural work.

All those that took part using their tractors and ploughs would like to thank T J Fitzsimmons, who organised the day, and Michael Branniff for hosting the event. Last, but by no means least, a big thank you must go to Gerard Byers and his wife, Margaret, who provided a wonderful lunch for all of those in attendance, myself included.



John and Stephen Mageean, from Portaferry, had their Muir-Hill 101 at the event, alongside...



... their County 1454.



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97 Hesford winch rebuild

It's all about the controls in this issue, with levers and ratchets to fabricate in order to operate the winch safely from the tractor seat.

102 Out of the brambles

With the David Brown 990 complete, it's time for a new project. This time, it's blue.

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106 Help

As always, you've sent in your questions and we have done our best to answer them.

109 Steering box overhaul

The MF 135 scraper is back, and now it's time for some attention to the steering box.

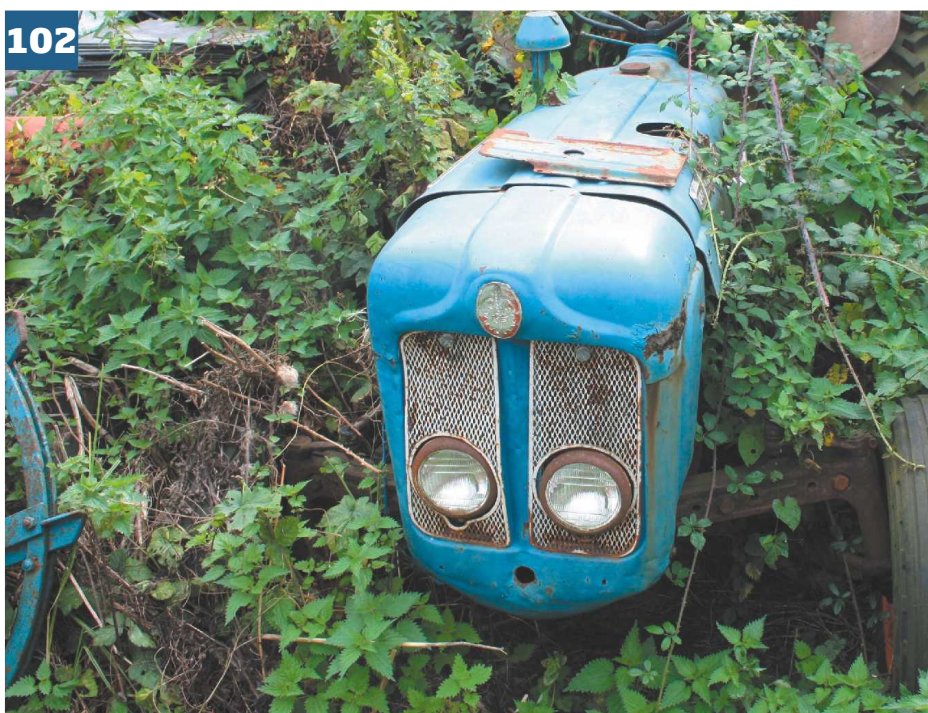
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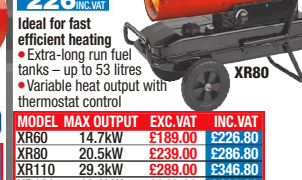
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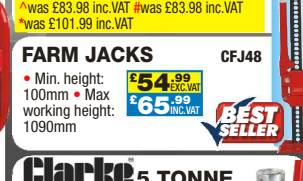
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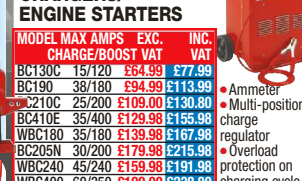
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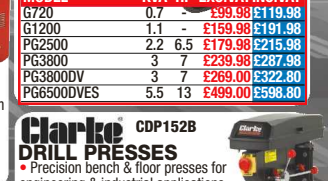
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Hesford winch rebuild



There's not too much more to do to bring the winch project to completion. The tractor itself is a rolling restoration and is the subject of continuous improvement as time allows!

As the project progresses, Andrew Hall continues with the making of the clutch control lever.



Progress has been steady with the Hesford project, as there have been other jobs to complete in between. In the last issue I was focussed on fitting a brake lever to the newly-built band brake, using a Fordson Major

handbrake lever. Fine-tuning of this still has to be done, but my attention has turned to the clutch lever. The obvious place for this to locate was on the top of the rear axle utilising the four $\frac{5}{16}$ UNC attachment holes provided for implement attachment.

Previous fitting

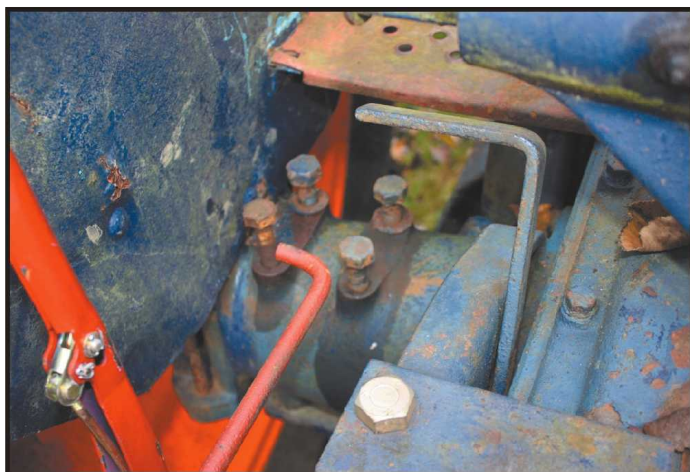
There must have been something previously fitted to the tractor, as there have been four bolts in the holes since I have owned it, so these were removed. Thankfully, due to their presence the threads have survived well, as many elderly Fordson Majors have suffered corrosion in the holes and the threads have been lost. However, I ran a $\frac{5}{16}$ UNC plug tap into each hole and blew any debris out with the airline before attempting to insert any fresh bolts. Four new bolts were found of the correct type and cut to length ready for use later on.

New metal

I have some 5mm plate left over from another project and a piece of this was cut out to form a base plate for the clutch lever and four holes marked out and drilled to accept the fixing bolts. The capacity of my pillar drill is only $\frac{1}{16}$ in diameter, so I had to resort to using my pistol drill to drill the holes out to the required diameter.

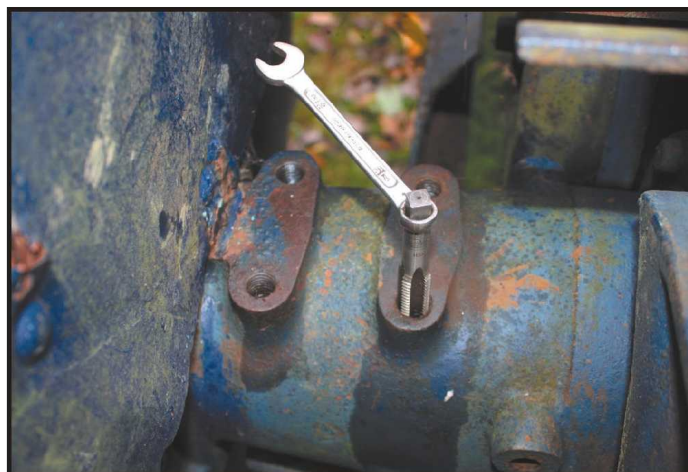
It's useful to note that when drilling large-diameter holes and pilot drilling first, keep the pilot size small, allowing the final drill plenty of metal to cut out, as drill bits cut on their forward edge. If one drills out the pilot hole too large the second drill will struggle to cut on its outer edges, which puts more strain on your drilling machine and runs the risk of breaking the outer cutting edges of the drill bit also! ➤





1 Previous fitting

The four bolts in place are evidence of something being fitted to the axle housing at some point in the past.



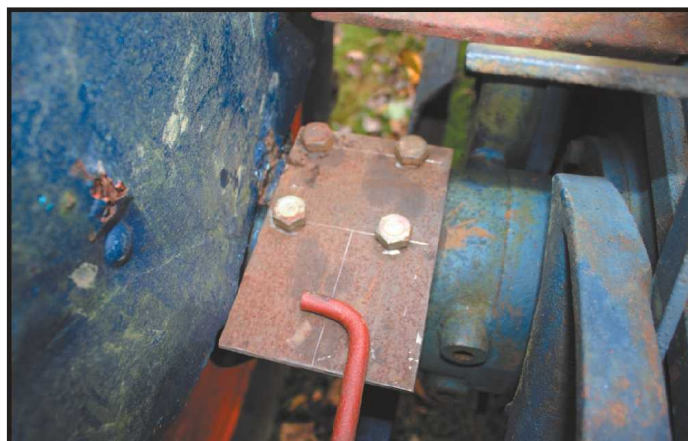
2 Thread cleaning

A 5/8 UNC plug tap was used to clean the threads before blowing the holes out with the airline to remove the debris.



3 Base plate

Material for the lever base plate was sought from some left over 5mm plate, marked, cut out and drilled to suit the rear axle hole configuration.



4 Checked for fit

Four fresh bolts were cut to length and the plate fitted to check for an accurate fit before proceeding with the job.

Having drilled the holes, the plate was checked for a good fit before proceeding with the job.

Working radius

To work out how much movement the lever would require, the radius

of the clutch lever on the winch was measured and was confirmed to be four inches. This would dictate the distance from the lever pivot to the position where the operating rod would attach. With this information to hand I set about marking out the ratchet plate,

which was to locate vertically on the base plate. The same material was used for this as for the base plate. A set of dividers was used to mark the radius where the ratchet teeth would be created, whilst a clearance hole was drilled for the lever pivot point.

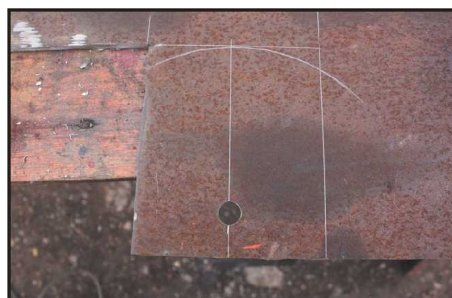
The lever was also drilled at this stage and fitted to check its movement before cutting out the plate with a mini-grinder. The radius was much easier to cut out than I first thought it would be, and the edges were cleaned up ready to mark out for the ratchet teeth.

A depth of 5mm was chosen for the teeth and each was marked provisionally with a permanent marker pen. Cuts were then made at 8mm intervals along the radius of the plate to the 5mm depth, after which the cutter was used at an appropriate angle to form the teeth. A bit of fettling was carried out to tidy up the edges



5 Radius checked

The working radius of the clutch was measured to determine the movement required for the operating lever.



6 Ratchet plate

A second piece of metal was marked out to make the ratchet plate that carries the operating lever.

of the teeth and the base plate was marked out in order to position the ratchet plate correctly.

Welding

A magnetic clamp was used to locate the ratchet plate onto the base plate whilst the welding was carried out using the MIG welder on its maximum setting. Tacks were placed each side of the plate to ensure the plate didn't tip due to the welding heat before proceeding with the full welds.

With the ratchet plate welded to the base plate, the assembly was then offered up to the tractor with the lever bolted into place, to determine the position of the hole where the operating rod should pass through the lever. This was about an inch higher than the ratchet. A second piece of steel was cut and drilled out to match the hole in the lever, and this was welded on to act as reinforcement for the lever.

Ratchet lever

In order to operate the ratchet, a ratchet lever was required to locate at the top of the main clutch lever. I based my design on the handbrake lever fitted to the tractor and found a piece of steel of suitable thickness. It was marked out in a 'T' shape using dimensions of a suitable size and cut out with the mini-grinder.

A centre line had been marked on the metal and an off-cut of metal from the lever was used to form the metal round using the vice and a soft mallet. Some irregularities in the shape were fettled out before drilling two 6mm holes for the pivot and the pull-rod.

A piece of 6mm rod was then used for the pull-rod, which was measured, cut and bent each end to locate between the ratchet lever and the



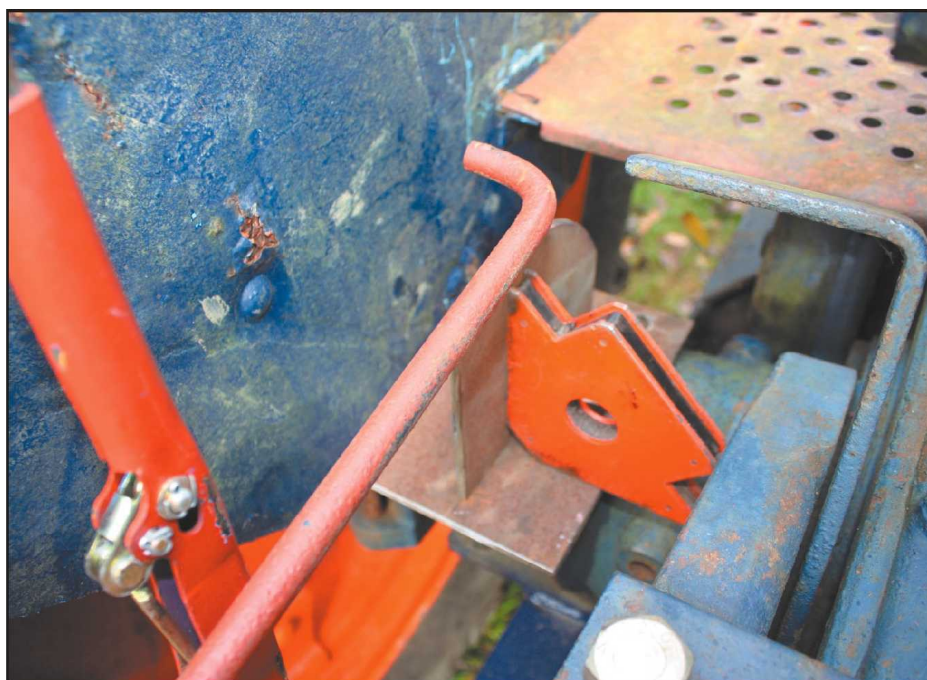
7 Lever drilled

The metal for the lever was drilled out to clear 1/2in and placed in position before the metal was cut out.



8 Mini grinder

A mini grinder was used to accurately cut out the plate. Note the curve of the ratchet radius, which was easier to cut out than I first thought it would be!



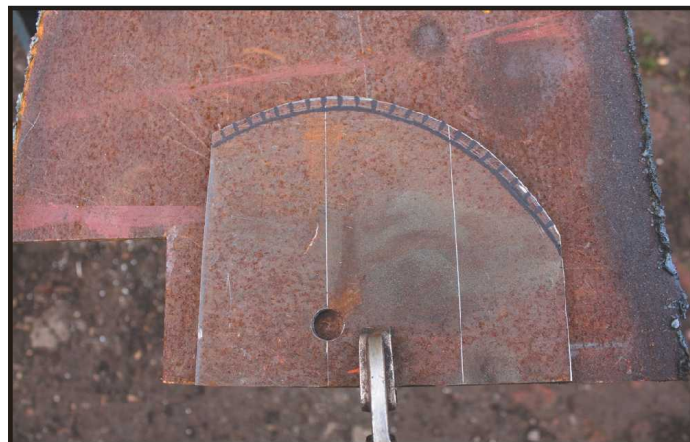
9 Checking for position

A magnetic clamp was used to support the ratchet plate whilst the assembly was put into position to confirm the correct location.



10 Prepared for welding

The ratchet plate was positioned ready for welding into place, but before doing so the...



11 Ratchet teeth

... positions of the ratchet teeth were marked out using a permanent marker pen and they were then cut out with the mini grinder.



12 Careful grinding

Much care was taken to accurately cut out the teeth by cutting a series of 5mm-deep slots 8mm apart and then cutting at the required angle.

.....

ratchet pawl, which was made from another off-cut of the original material. Space precludes showing the finished lever, which will be shown in the next issue, but after another trial fitting the lever works well, pulling the clutch mechanism into engagement. Some refinement, including the addition of a return spring for the ratchet mechanism will be added to make operation easier and safer.

Brake lever

The success of the clutch lever made from scratch has prompted me to rethink the brake band lever mechanism. As previously mentioned, there is still some fine-tuning to do to this. The Fordson Major handbrake lever used doesn't match the clutch lever in design, and also its position isn't quite right in relation to the clutch lever, so I'm tempted to make another lever to operate the band brake from scratch to a similar design to the clutch lever. This will certainly improve the look of the job and may make the brake operation more effective too.

Sprag

In the last issue I also mentioned making a sprag (anchor) to fit to the rear of the winch. There is evidence of one being fitted in the past, as there are two round holes in the sub-frame on which it would have pivoted. Heavy angle iron would be expensive to buy to scratch build a sprag, but I have another idea of using a redundant roll frame from a tractor and adapting this to suit.

I have taken some measurements and I think this will be the easiest and most economical option, as I have some heavy steel plate that can be used to reinforce the frame and can easily be flame cut to shape. This will leave the guide rollers and the cable clamp to complete, bringing another project to a close. ■



13 Welding complete

The two plates were then MIG welded with the welder set at its maximum setting.



15 Ratchet lever

Another part was the ratchet lever that locates on the top of the clutch lever. This was marked and cut from some thinner metal.



17 In place

The finished ratchet lever is now temporarily in place, ready for further work on the lever assembly.



14 Lever hole position

Back on the tractor, the assembly was trial fitted to determine the hole position in the clutch lever before drilling the hole in it.



16 Cut out

This was cut out using the mini grinder to form a 'T' shape, which was then wrapped around a suitable piece of steel to create its shape.



18 Works nicely

Subject to some further work to fine-tune the lever, it works very well – so another matching lever may be made for the band brake, replacing the Fordson lever.

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Out of the brambles

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Andrew Hall rescues a Fordson Dexta from the brambles and takes a look over it, assessing what may be required to bring it back to its former glory.

The David Brown 990 is now complete and is running nicely with no problems, having completed a ploughing match and a local charity road run, not missing a beat on either of them! Now for the next project, which is to be the restoration of a 1962 Fordson Dexta, belonging to friend and colleague Barrie Everson.

The tractor has been in my possession for some years and has been used in the past for collecting firewood and turning hay, but a dodgy running engine put it out of action, and it hasn't been used now for about eight years.

The tractor has been known by Barrie and myself for many years and always has a tendency to hunt when running. A replacement pneumatic governor diaphragm was fitted in an attempt to get the engine to run smoothly, but to no avail. Ultimately, poor starting and rough running brought it into disuse and the brambles took over whilst it languished in the corner of the yard.

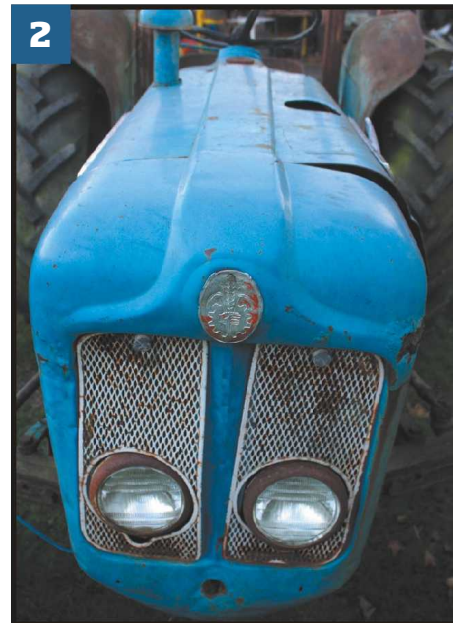
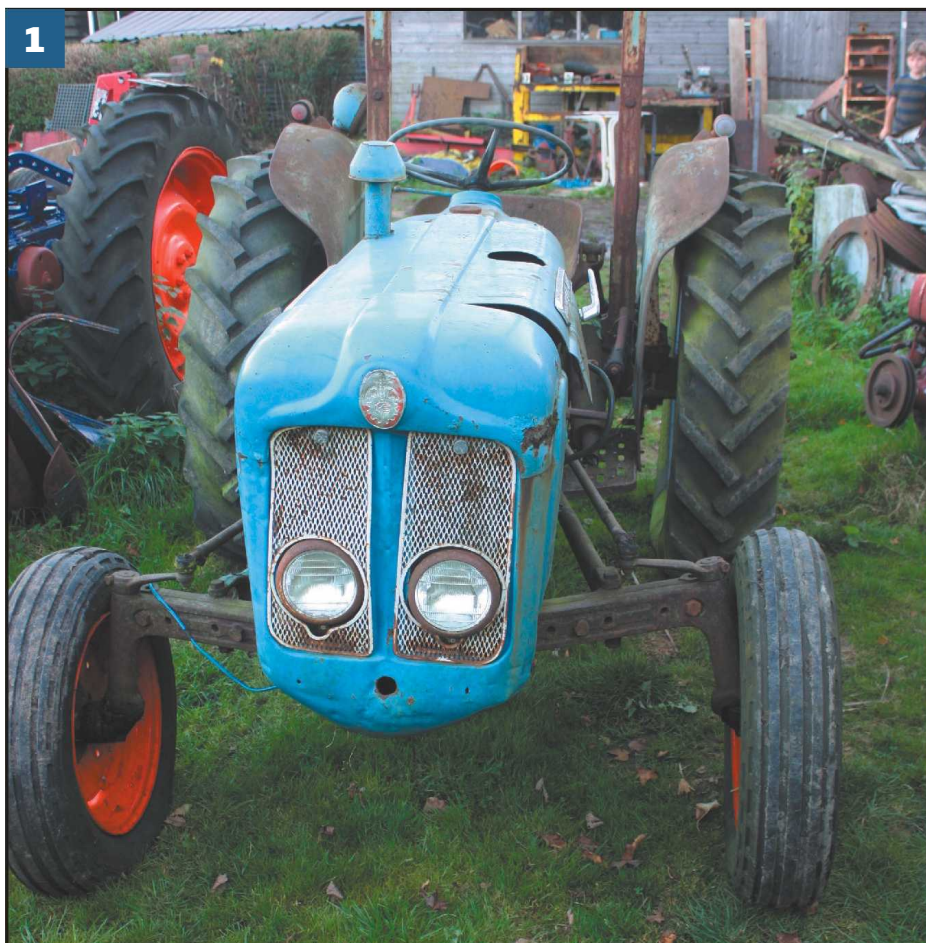
Despite the engine problem, the tractor is complete and features a pick-up hitch, which isn't a common feature of Dextas. Since being laid up, the hydraulics have stuck in the raised position. The link arms will move slightly if levered,

but won't descend. This could be due to corrosion in the lift cylinder, as I don't believe the oil pressure will have remained whilst laid up.

Pulled out

After a session with some garden secateurs, the tractor gradually reappeared from its hiding place. The rear tyres were nearly new when the tractor went out of service and still hold their pressure. The front tyres are of multi-rib pattern, as the tractor

ABOVE: The tractor has languished in the brambles for a few years and is now ripe for restoration, as they say.



Frontal damage

There is some frontal damage caused by an impact with a concrete beam many years ago. On the plus side, the headlamps are in good fettle!

Freedom at last

Having been extricated from its hiding place, the tractor is ready to assess for what is needed to bring it back to life.

was used on turf maintenance during its earlier career. These are cracked on the sidewalls and will be replaced with new three-rib tyres when we get further into the restoration.

Fortunately, the tractor moved with no problems, as the brakes weren't stuck on, as they were for my original Fordson E27N many years ago when I first took possession of that. The steering linkages and box are in good order too, which is good, as many Dextas suffer in this area due to the design of the steering box, so there won't be too much attention required here!

Tinwork

Overall, the tinwork isn't too bad, having received some attention some years ago regarding the mudguards. They will be removed, checked and repaired if necessary, though. The front cowling has some distortion due to an impact with a concrete beam in a farm workshop. The tractor was stupidly and dangerously started whilst standing beside it.

The gear lever had been checked for neutral, but had come out of its selector pocket leaving it in first gear. The engine started and the tractor lurched forward against the beam causing the damage to the cowling. Fortunately nobody was injured, so



General neglect

Although complete, the tractor is suffering from general neglect, but will clean up nicely in due course.

a lesson was learned!

The bonnet has a large hole cut in it where a silencer has been used with a short pipe, so this will need to be repaired by welding in fresh metal and creating a hole of the correct diameter.

Lighting

Another plus is the condition of the

lighting. Both headlamps have good reflectors and look fit for further service, as do the rear lamps on the mudguards. However, the ploughing lamp has a broken lens and the reflector has rusted away, but we may be able to retain the casing and bezel and merely replace the glass and reflector. ►



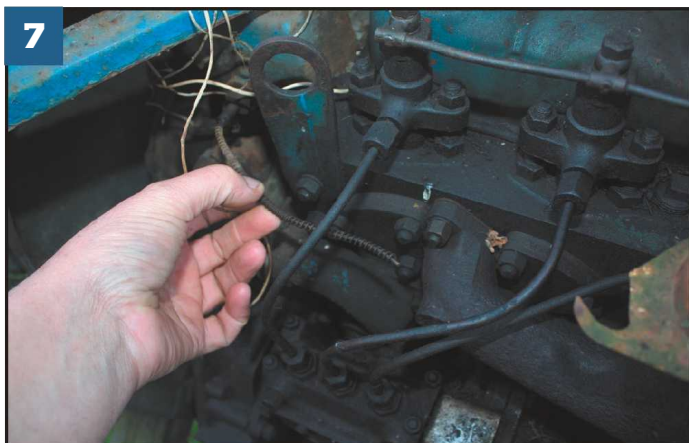
Large hole

An oversize hole has been made in the bonnet for a silencer. This will be reduced to one of the correct size whilst working on the tinwork.



Fuel tank repair

Like many Dextas, the fuel tank has been repaired in the past. However, it will be removed and checked over before re-use.



Engine stuck

The engine appears to be stuck due to standing, despite covering the exhaust and other points of entry for moisture.

Broken capillary tube

The capillary tube for the temperature gauge is broken, rendering the gauge inoperative. It will be replaced.



Warning lights

The warning lights are also damaged, due to UV rays, so new ones are on the shopping list.

Instruments

One area in need of attention is the instrumentation, as the temperature gauge has a broken capillary tube, making it dysfunctional, and the tractormeter has rust stains inside, so may need replacing. The warning lights are also in poor condition and will need to be replaced too, so there are a few parts to add to the shopping list.

Fuel tank

Some time back the fuel tank suffered

some leaks, which were repaired with a MIG welder and some 'Slosh' used to coat the inside of the tank. We will revisit the fuel tank and check it over to ensure there are no leaks present during the work on it.

Engine

The engine appears to be stuck due to standing too long without being turned, as it should have been, but it will be completely stripped and rebuilt using new parts where necessary. There is some doubt about

the condition of the injection pump, as the engine was running rather roughly when it last ran, so this may also have to receive some attention.

The plus side

To its credit the tractor has a full set of wheel weights, which will be cleaned and refinished, enhancing the look of the tractor and adding to the weight for traction purposes. The tractor should feature regularly in *T&M* from now on, so look out for developments in future issues. ■



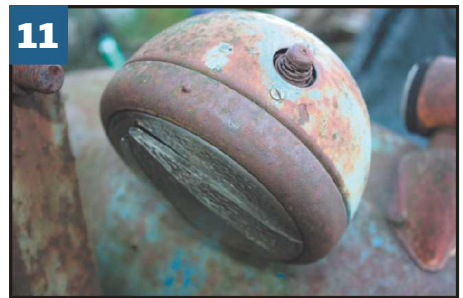
9 Rust stain

A larger rust stain inside the tractormeter means that it may also have to be replaced, as the dial isn't clear to read!



10 Rear lamps

Thankfully the rear lamps are original and undamaged, so will be retained during the project.



11 Ploughing lamp

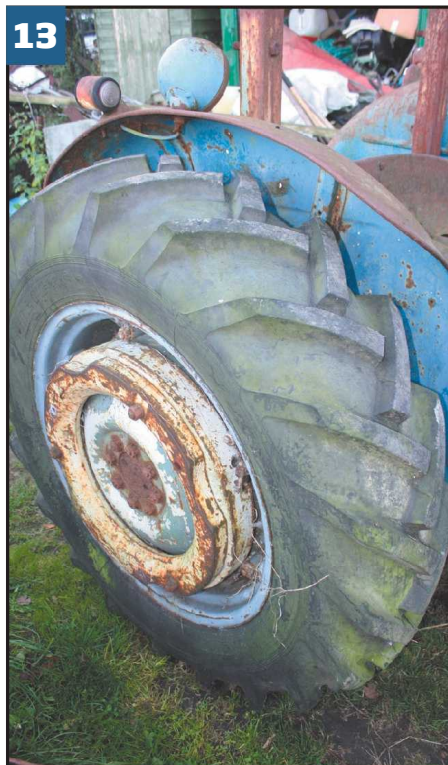
Unfortunately, the ploughing lamp has a broken lens and the reflector has suffered as a result, but the internals may be replaced, retaining the shell and bezel.



12 Front axle

Front axle

The front axle and steering are good, unlike many other potential Dextra restorations, so a bonus here.



13 Wheel weights

Wheel weights

A full set of weights will enhance the look of the finished tractor. Front weights are stored away ready for fitting.



14 Mudguards

Mudguards

The mudguards are original and have been repaired at an earlier date, but will require some scrutiny during the task.



15 Pick-up hitch

Pick-up hitch

The linkage and pick-up hitch are all there, however the link arms are stuck in the raised position and won't descend!



16 Roll frame

Roll frame

A split roll frame, due to frost damage, will mean it will be discarded – as one cannot legally weld a ROPS.

These pages are here to help readers solve their technical problems. Our pictures are only for illustration, unless indicated otherwise, and are not the tractors being written about.

WRITE TO THE EDITOR:

Scott Lambert, Cudham Tithe Barn,
Berrys Hill, Cudham, Kent. TN16 3AG
E-mail: tm.ed@kelsey.co.uk

Ferguson TE-A 20

Q Last year I bought an early Ferguson TE-A 20 tractor to tinker around with, and since running it I have noticed oil leaking from the rear axle area, behind the drum brakes. This has run downwards onto the wheels making a mess and I suspect it has also got onto the brakes, as they aren't as efficient as they were when I first purchased the tractor.

Always willing to have a go myself with repairs, I purchased a workshop manual for the tractor and studied the section on the rear axle with a view to changing the failed seals. It states that the bearing has to be pressed off the axle shaft with a press or puller, neither of which I possess. Is there any alternative method of removing the bearing, or is it absolutely necessary to use a press/puller to do the job?

Also, I wish to use the tractor with a log splitter, and after looking at various models available I'm not sure which would be the best type for my tractor? I prefer a hydraulic model, but I don't know if the tractor could cope with one? Any advice on this topic would be welcome.

Mike Smith, via e-mail

A The oil seal is located in a housing on the outside of the axle bearing, which necessitates the removal of the bearing to access the seal. The pressure required to shift the bearing dictates the use of a press or puller, as it's an interference fit on the axle shaft.

Early tractors, such as yours, have only the one seal in this location, but later models have a second seal on the differential side of the wheel bearing, which keeps the axle oil at bay. Usually it is only necessary to change this seal, which is easier than the outer seal. However, this won't help you, as you only have the one!

The good news is that an aftermarket seal, known as a 'sure seal', is available. It only requires the axle shaft to be removed. It has a steel



cup-shaped housing and slips over the shaft, locating on the inside of the rear wheel bearing without the need to use a press or puller. You will have to charge your wheel bearings with fresh grease to lubricate them when fitting this type of seal, as they exclude the rear axle oil from the bearing once fitted.

If your brakes are contaminated with oil, you may have to replace the brake linings as the oil may have impregnated them, rendering them unserviceable!

Regarding the use of a log splitter with your TE-A 20, the hydraulic system isn't as easy to adapt for

operating a hydraulic splitter as the later 35 models, as one cannot isolate the external oil flow from the three-point linkage easily. When the link arms are in the fully raised position, the oil flow is cut off and the pump goes into neutral, so you'd have to devise a way of holding the links at a suitable height.

If a hydraulic splitter is your preferred option, then I would opt for one with its own dedicated hydraulic system powered from the PTO shaft. They are more expensive, but better suited to the TE-20. The cheaper option would be to use one of the screw-cone types driven directly off the PTO shaft.

Ferguson 35 petrol/

Q I have a 1957 Ferguson FE 35 fitted with a petrol/TVO engine. I haven't used it very much since owning it, but when I have it tends to oil up the sparking plugs, making it necessary to remove and clean them before it can be run again.

I run the tractor on TVO, rather than a homemade mixture, and I do allow it to warm up fully before turning over to TVO but despite this it still persists on oiling up. The spark plugs I have are Champion N9Y –

could these be the problem? I'd like to sort it and enjoy some trouble-free running if possible!

G. Wilkins, via e-mail

A The Champion N9Y plugs you have in your tractor were designed for petrol engine cars of the 1960s/70s and may be too cool for TVO operation. I would suggest you change to Champion N21 plugs, as this is a hotter plug better suited to TVO.

Sheared studs

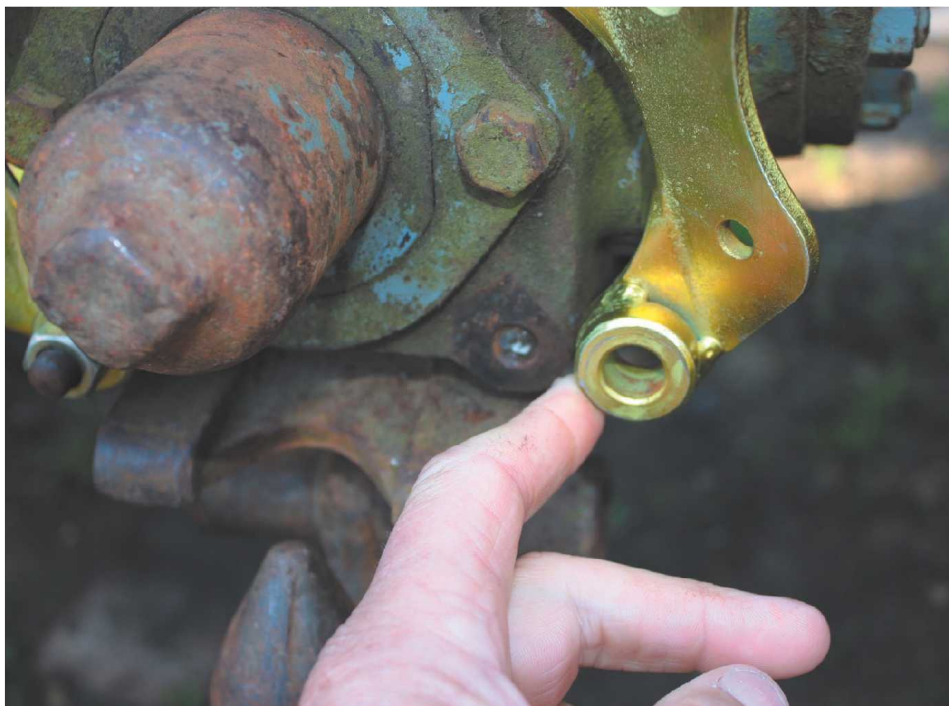
Q Whilst replacing some worn parts on my tractor I suffered the misfortune of breaking one or two of the threaded studs that hold the parts in place. One of them sheared off leaving a bit protruding and I was able to grip the broken stud and unscrew it without any issues. The problem is with one of the other studs, as it sheared off below the surface of the casting.

Can you advise me on the easiest way to remove this without causing any damage to the surrounding area please?

Geoff Murray, Yorkshire

A Broken studs are a common problem when working on older equipment. If the broken stud is of a large enough diameter, one can attempt to weld a slightly smaller stud onto the broken stud, if there is enough room to do so. Quite often, the heat generated in doing this will facilitate removing the stud.

This isn't always possible and the alternative is to centre punch the top of the broken stud and drill a hole through the centre and extract the stud using 'Easy Out' extractors of an appropriate size. These come in sets of differing sizes and work on a left-hand thread principle. They are screwed into the drilled hole and grip the stud, which should then unscrew itself. One has to be careful, as 'Easy Out' extractors are hardened and can be very brittle and snap off in the hole, making extraction even more difficult!



I find one of the best ways is to centre punch the top of the broken stud and drill a pilot hole through the centre, ensuring that it is central, and to increase the drill size until the root diameter of the thread is reached,

i.e. the tapping size of the thread in question, which then allows the final bits of stud to break away.

After removal, a run through the hole with a thread tap of the correct size will clean up the thread in the casting.



TVO

The distance between the gap where the spark takes place, and where the porcelain insulator meets the steel body of the plug denotes hot or cool plugs. The greater this is the hotter the plug runs and copes better with the more oily TVO fuel.

If changing to these plugs doesn't cure the oiling, it may be due to a worn engine allowing engine oil to enter the combustion chambers, which may necessitate a rebuild.

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Steering box overhaul

This little Massey Ferguson 135 has served its owners faithfully for 53 years and is now due for a little TLC.



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**DIFFICULTY
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Andrew Hall continues his quest to improve an aging MF 135, this month focussing on the worn out steering box.



1 Steering box access

Access to the steering box is achieved by removal of the dashboard and bulkhead that carries the battery.

2 Dashboard clear

With the steering wheel and dashboard clear, the next job was the bulkhead. Note the bend in it due to frontal impact at some time in the past!



3 Repaint

The dashboard will be stripped of instruments and wiring loom in order to enhance the paintwork whilst it's off the tractor.

Readers may recall the clutch rebuild I undertook in the October and November issues of *T&M*. Since then there have been further tasks done to the tractor to bring it back to something near to how it was when new.

One such task has been a rebuild of the steering box. The tractor has been owned by the same farming family from new in 1965, and at one time was at the sharp end of their dairy operations, and was often seen in the late '60s and well into the '70s drawing a Gehl wooden-bodied forage wagon along with sister tractor, an MF 35X. In more recent times it has been relegated to scraping duties in the parlour, and has the scars and corrosion that goes with the territory!

Column play

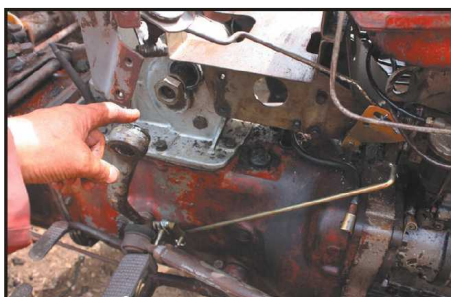
Evidence of steering wear was clear, as the column would rise and fall, as the steering wheel was turned, owing to play in the top column bearing assembly. The request to rebuild the

steering came after the clutch was complete and would have been easier accomplished whilst the tractor was apart at that time. Another request was to tidy up and repaint the tinwork and wheels along the way, so the tractor has graced the yard for some time now!

Dashboard & bulkhead

To access the steering box, both the dashboard and the bulkhead, which carries the battery tray, have to come off. This meant that the wiring loom was disconnected, along with the hand throttle lever and steering wheel, and the dashboard removed ready for attention to the paintwork at a later stage. The fuel filters were also disconnected and the fuel tank supported under its rear end for the duration of the job.

With all these items out of the way, work then began on the steering box itself. It could have been removed from the tractor and placed on a bench to work on it, but this would leave the top of the gearbox open and vulnerable, so we decided to dismantle it in situ.



4 Steering arms

A 1½in AF socket was used to slacken the steering arm nuts before removing them. The right-hand one came off easily, but...



5 Stubborn

... the left side was stubborn and required the use of a hydraulic puller to free it off!

Dismantling

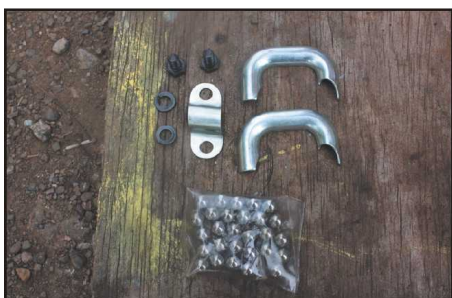
The first task was to remove the steering arms that are splined onto the steering box shafts. A 1½in AF socket was applied to each side, the right-hand side coming off with little resistance, but the left required the use of a hydraulic puller to free it off. Once clear, the outside of the box was cleaned of dirt and debris that would get inside if ignored.

From here onwards the dismantling of the steering box was straightforward. Firstly, the four bolts that secure the column were removed leaving the column free, whilst the side cover



6 Column & side cover

The column and side cover were removed, revealing a greasy mess inside the box due to contamination of the oil from grease applied to the top bearing over the years.



9 New parts

These are the ball bearings and transfer tubes acquired from Agriline for the rebuild, but a complete column assembly was required instead, so they won't be used!



7 Cleaned up

After withdrawal of the cross shafts and column, the inside of the casing was cleaned up before proceeding with the rebuild.



10 Top bearing kit

The top bearing kit is laid out ready for fitting to the column, once the lower components have been built up.



8 Laid out for inspection

Parts were then laid out to inspect them. The cross shafts are fit for further use, but the column is a different story, as its been bodge welded at the top bearing.



11 Oil seals

Two new oil seals were ready to be fitted to the side cover and the casing of the steering box.

was removed – revealing the internal components and a greasy mess inside! The box is lubricated with oil to the top of the filler/level plug, whilst the top bearing of the column is greased. Over the years this had breached the seal below the top bearing and had thickened the oil in the lower box. Much of this was scraped away to reveal the pegs that secure the steering nut to the fork on the lower cross shaft.

The left-hand peg can be removed, which allows the nut to rotate and come away from the fork, after which the column can be lifted clear from the box. The upper and lower cross shafts can be extracted through the left side of the casing and examined for wear on the bearing surfaces. Meanwhile, the inside of the casing was completely cleaned of old grease and lubricant.

Bodged

After dismantling, all of the parts were laid out for inspection. The top bearing is adjustable and has two locknuts and tab washers to locate it. An attempt to remove the nuts was thwarted by the fact that somebody had welded them to the column, which in turn has spoiled

the threads of the column, rendering it useless!

New parts had been purchased from Agriline before starting the job, but due to this bodge a new column complete with nut and balls was required, delaying the job until it arrived.

Loose bearing housing

Another area of concern was the top bearing housing, which is riveted to the column tube. This was loose on its rivets, so a second steering box was obtained with a better column, and the column used from this in its entirety. In normal circumstances, if the original column is fit for further service, a new nut and ball bearings, along with the transfer tubes, are used and the balls have to be fed into the assembly. In our case the new column arrived with the nut and ball bearings already assembled, which was to make the reassembly job much easier.

Oil seals & reassembly

Part of the job was to replace the two oil seals of the cross shafts. With the casing cleaned up, the old ones were prised out of the housing and the new

ones tapped gently into place with their lips facing inwards to retain the oil. Before reassembling, the inside of the casing was cleaned again and the lower cross shaft, which carries the fork, was placed in position with the left-hand peg removed to allow the nut and column to locate.

The fork was brought upwards fully and the new column and nut inserted through the top hole of the casing. ➤



12 Seal removed

Old seals were prised out of their housings, which were cleaned up before gently tapping in the new seals.



13 New column assembly

Due to the bodge welding of the old column, a new assembly was obtained complete with nut and ball bearings assembled already!



14 Partly assembled

The lower cross shaft was inserted first and lifted to its highest position before engaging the column and nut assembly through the top hole, followed by the upper cross shaft.



15 Seal & lower race

A new grease seal, collar and lower race were fitted to the column before...



16 Column tube loosely positioned

... the outer tube was loosely fitted using a new gasket to allow...



17 Inserting the ball bearings

... the new ball bearings to be fitted into the housing, one at a time, before greasing them and tightening and adjusting the upper race.

This is the fiddliest part of assembly, as the nut is barrel shaped and has to engage with the right-hand peg before being lined up with the left peg hole and the left peg then inserted. One has to be careful not to lose the ball bearings by unscrewing the column too far whilst fitting it.

Steering column

With the inner column in place, the first thing was to fit the grease seal over the shaft and locate it in its groove. This was followed by the outer column tube, which was fitted with a new gasket but left loose to allow the fitting of the loose ball bearings of the top bearing. A steel collar is placed on the shaft first, followed by the lower bearing track.

With the tube loose, the twelve ball bearings were inserted and charged with grease to pre-lubricate them. The upper race was then screwed into position, which aligns the balls,



18 Play eliminated

The top bearing was adjusted to eliminate any play, but not to be too tight!

followed by the tightening of the column tube to the lower box casing.

The left-hand cover plate was then fitted using a new gasket, after which the column top bearing was adjusted to eliminate any free play and the new tab washers bent over to lock the nuts together.



19 Steering arms

Finally, both steering arms were refitted using new felt rings between the arms and the new oil seals.

The steering wheel was temporarily fitted to check the action of the box before fitting new felt rings over the cross shafts and refitting the steering arms.

The rebuilt box now operates smoothly throughout its full range and just requires recharging with fresh oil. The job was then completed by the refitting of the bulkhead, whilst the dashboard will be stripped and repainted when appropriate.

No doubt there will be more fun and games to be had with this tractor before it is finished! ■

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Votex topper refurb

PART
EIGHT



The finished frame of the mower is now ready to receive some red topcoat, once the new boards have been cut and their fixing holes marked out.

As the project nears an end, Andrew Hall replaces the rotten timber decking and takes a look at some of the final parts to improve.



Jigsaw

A jigsaw was used to cut the six selected boards to length before offering them into place.

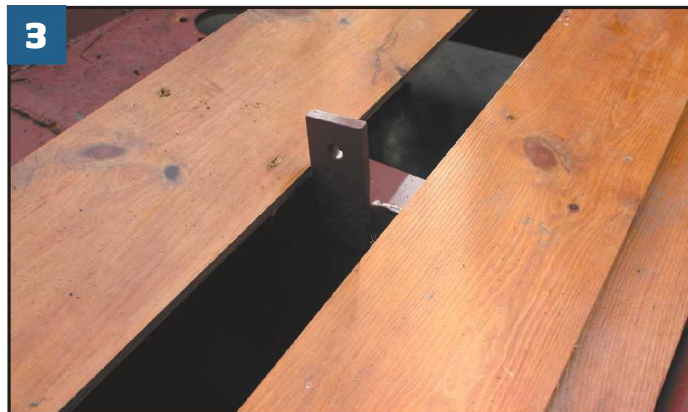
I must admit that the state of the mower was border line regarding the amount of corrosion in the framework, and together with the rotten woodwork would have put many people off undertaking a rebuild. Having begun the project, I was determined not to give up, and now it is well advanced. The frame repairs are complete and it has been sprayed in primer ready to receive its topcoat.

Followers of this series will remember the state of the timbers, none of which could be reused, but even if any of them were usable, better results would be achieved by replacing all of them. It would have been nice to use some hardwood boards on the mower,



Six boards

Six boards were required; three at the front and three for the rear section, behind the central trough.



Tie-rope bracket

A bracket to carry the linkage tie-rope will necessitate cutting one of the boards to allow them all to sit flat on the rear half.



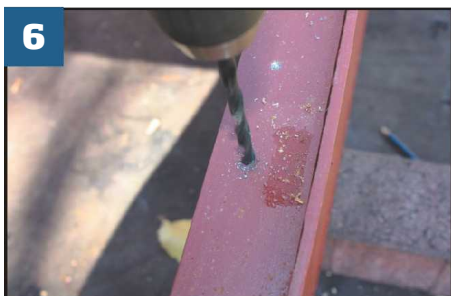
Lined up

The centreboard was lined up with the bracket before marking out to make the necessary cut.



Hole marking

With the boards in place, each one was marked where its fixing hole is required before drilling through and marking the steel beneath.



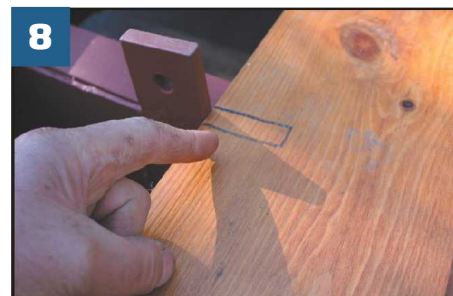
Drilling

All holes were pilot drilled with a 3.5mm drill before opening up to 7mm to clear the 36 M6 bolts that'll be used.



Drilling completed

All the holes were marked accurately to ensure they line up neatly.



Board marked

The board was marked with a permanent marker pen ready for notching out to clear the tie-rope bracket.

but some time ago I bought a selection of second-hand 6 x 1-inch floor boarding, which has proved to be really useful, having been used to repair a trailer floor amongst other jobs!

The first task was to select six suitable boards and cut them to length. This mower is a narrow five-foot model, well suited to a compact tractor, and the boards were cut to length using a jigsaw. Each board was laid into position, followed by marking the

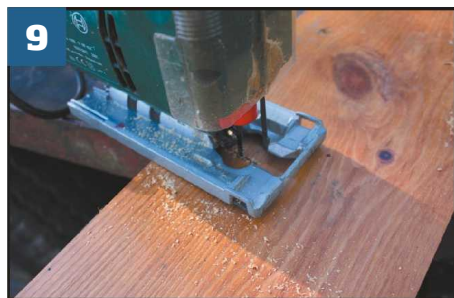
fixing hole positions with a permanent marker pen.

A total of 36 M6 nuts and bolts will be used for fixing the boards and, after marking their positions, a 7mm drill was used to drill through the boards and mark the surface of the newly-fitted brackets.

After the marking process, each board was removed and the hole pilot drilled with a 3.5mm drill, and then opened to 7mm with the original drill bit.

Hard work

Using a pistol drill, it was found that the drill would only cut one and a half holes before requiring sharpening, making the job rather hard. Using a pistol drill on steel does require plenty of weight behind the drill and if the drill bit is allowed to rotate too much without cutting the steel, the resultant friction tends to work-harden the steel, making the job even more difficult! ➤



9 Jigsaw

Light work was made of the board with the jigsaw, leaving a neat notch for the bracket to protrude through.



10 Boards in place

The rear boards are now in position and will bolt down flat once the bolts are in place.



11 Tie-rope bracket

The tie-rope bracket protrudes neatly and it will be a chain that is fitted, rather than the steel rope that is standard on these machines.



12 Repaired flange

Loctite will be used to secure the four M10 studs into place before reassembling the pulley.



13 Rusty shims

These shims, together with the two pulley halves, will be cleaned up and protected from any further rust before assembly.

The drill was re-sharpened, but despite doing so it would still only manage one-and-a-half holes before losing its edge, until it slipped and broke! I then selected another 7mm drill bit from another box, and this cut through the steel with ease, and the drilling job was then done in no time at all!

The drill I first selected was from a box I bought at a show and its origins unknown, but I suspect it to be a cheap imported drill, whilst the other was a British-made drill. I have my suspicions about the metallurgy skills of certain sources of metal-cutting tools, and would suggest that anybody wanting to work with steel should be loyal to our own brands of tool, as it is better to pay that little bit more sometimes and get better service out of the tools.

Notching

The three front boards sit flat in the frame and are now ready to bolt into place once the topcoat has been applied to the frame. The rear boards required a notch to be cut out to allow the bracket for the linkage tie-rope to pass through. This was marked and



cut out with the jigsaw, allowing the boards to sit in place before going through the same process on these. Before fitting, each board will be treated to a couple of coats of clear varnish to enhance the look and offer some protection from the weather.

Remaining jobs

This leaves one or two jobs to do to finish the project off. Fortunately, there won't be any work needed on the gearbox, as this was in good order before the mower was dismantled. It is mounted on a steel plate that bolts to the deck, but before it can be fitted I need to pay some attention to the pulley of the second blade.

The drive belt is tensioned by inserting or removing steel shims between the two halves of the pulley, and these are rather rusty, but serviceable, so will benefit from a thorough wire brushing with a rotary wire brush before treating with some form of corrosion protection.

Also, the four M10 studs fitted to the repaired pulley drive flange will need to be secured with some Loctite to prevent them loosening in service, and finally the broken 'U' bolt that secures one of the linkage mounting pins onto the mower will also need to be replaced or repaired before the final reassembly. These jobs will be covered in the final part in the next issue of *T&M*. ■

Broken 'U' bolt

One of the 'U' bolts that secure the linkage pins is broken and requires replacement or repair.

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All units are fitted with two 12V power sockets that will accept any 12V device with a vehicle accessory socket plug. There is also a single 5V 2.4A USB output and they are supplied with a mains charger.

Machine Mart's new Autumn/Winter catalogue

Whether it's winter proofing/kitting out your farm or just general maintenance, Machine Mart's new catalogue is packed full of all the tools and equipment you need for your farm. Featuring more than 450 price cuts and new products, the 508-page Autumn/Winter catalogue is a 'must have' for farming professionals seeking a huge choice at unbeatable value.

New catalogue arrivals this autumn include a new range of Clarke 18V brushless corded impact wrenches, a new range of Clarke turbo fan gas heaters and new Clarke diesel and petrol water pumps.

Machine Mart offers a superb range of tools and machinery, including a range of portable air compressors, generators, water pumps, hand and power tools, cast iron stoves, diesel heaters, jump starts and much more.



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Warm yourself up this winter

This winter, any garage, warehouse or workshop will need fast, efficient heating. The Clarke XR80, pictured, provides a heat output of up to 20.5kW with other models in the Clarke diesel/paraffin space heater range providing a maximum heat output of up to 61.5kW. You can guarantee these heaters will keep you warm for a long time with fuel tanks as big as 53 litres for up to 13½ hours of run time. Wheels and handles are also included on all models (except the XR60) for easy manoeuvrability.

There are no safety worries about leaving these heaters to warm up, as the 230V power supply is fitted inside a stainless steel combustion chamber with automatic flame failure cut out and a variable heat control thermostat to keep spaces at the perfect temperature.

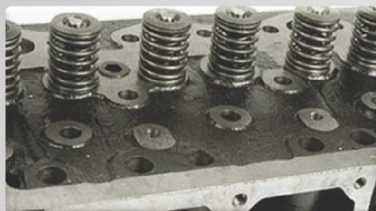
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TRACTOR MART

JANUARY ISSUE FRIDAY 23 NOVEMBER 2018

CRAWLEY MAKES IT BIG

The undoubted star of the Cheffins Cambridge Vintage Collective on October 20 was the Brian Bowles 1920 Crawley Agrimotor, which was based in Lincolnshire. It's thought that only six Agrimotors have made it into preservation, so when this one came up for sale it wasn't just a tractor that was on offer, it was a

part of farming history. After starting at only £15,000, the bidding kept on steadily rising for five minutes or so, and eventually crept up to a selling price of £64,500 in grade 4. A well-deserved round of applause followed its sale that has seen the tractor return to its birth place, Saffron Walden. See Sale Reviews. ■



DOE SELLS FOR £55,000



The undoubted star of the Lindholme Grange Farm sale, near Doncaster on Thursday 18 October was the 1963 Doe Triple D, which was the last lot of the day to go under the hammer. John H Pickup & Co of Bawtry near Doncaster were

in charge of proceedings. Not many Triple Ds made it into the Yorkshire area, this exception being bought new in 1963 by the vendor's uncle and used on the family farm as part of his agricultural contracting business. ■

PORSCHE P308 MAKES £19,833



On Friday 29 September Silverstone Auctions held at Dallas Burston Polo Club, Southam, Warwickshire, the Porsche Sale in association with Porsche GB Club.

Some £3.2 million changed hands, with a selling rate of 55 per cent, with two world

record prices achieved. Of interest to us was the fully restored 1958 Porsche 308 Super tractor. It features the three-cylinder air-cooled, four-stroke, 2,466cc, diesel engine and is superbly finished in red and cream, it sold for £19,833. See News Pages. ■

LANZ SELLS FOR £40,283

Aumann Auctions held the on-line South Netherlands Traktor Auktion, which finished on 19 October. This sale saw a number of restored Lanz tractors come up: 20hp 14995 £15,667, 1948 Lanz D7500 4767 £14,701 and 1954 D3606 £8,177.

Just a few days later the same company held the on-line private collection in south Belgium sale, which finished on Thursday 25 October. The Field-Marshall Series 3 in grade 4.5 condition went on to sell for £10,906, Pampa grade 5 £16,211, Hanomag R455A (road tractor) grade 5 £24,563, Lanz Bulldog

D9506 grade 5 £25,545 and Lanz Bulldog D9506 replica Traffic with modified wings, suspended seat and more, grade 5 £40,283.

It shows mainland prices are generally not going up, but single-cylinder Pampa's are on the rise and Lanz are still number one in Europe. See News Pages. ■



RARE MARSHALL MAKES £16,500

As the day went on things brightened up said Thimbleby & Shorland auctioneer John Marchant, at the Lifetime Collection sale held on the edge of the New Forest at Holbury, Southampton on Saturday 13 October. There was a huge crowd to see the dispersal sale. The rare 1939 Marshall RC 88621 single-cylinder 6 ton road roller based on an M tractor power unit went on to sell for

£16,500, plus commission, making a total of £17,688. Full report inside. ■



If you have a tractor you would like to be featured in our very successful Sales Highlights section please get in touch with Peter Love, tel: 01323 833125, email: peterlove@madasafish.com.

Welcome

Well it has been a hell of an autumn with good sales and prices all round. I have just returned from the H J Pugh sale near, Attleborough, Norfolk and the Eddie Thompson sale, which was an amazing event on 3 November.

The Cheffins Vintage Collective went very well indeed, but sadly I was not there in person, as it was my year to go to France and Tractomains in Caussade. There were some 130 tractors for sale here at this huge, ever growing, event and at least two are coming back to the UK, including a 'baby' Alfa Romeo Balilla to Wales, which Colin Lewis has added to his fine collection.

David Reed's full Cheffins report is further in the pages here, but it was to create a number of records as things stand and went well. The major sale price was a tractor in the superb Crawley, nevertheless, the lorries took centre stage and we will look at this in our next issue.

The previous Thursday, Pickup & Co held the Lindholme Grange Farm sale, near Doncaster, which featured the original style 1963 Doe Triple D; see our Sales Previews for more on this.

I have also been studying the continental scene and have come up with three sales one in Holland another in France and lastly Belgium, which give us a very good idea as to what is going on just across the water. ■

MEET THE REGULAR TEAM



Peter Love Editor

The joint founder of *Tractor & Machinery* and many other magazines. He has been involved in vehicle preservation since 1954 and has a wealth of experience as an owner, organiser and so much more, including tour operator, and is dedicated to the vehicle preservation movement.
email: peterlove@madasafish.com
tel: 01323 833125



Jo Lewis Southern Correspondent

Jo has been part of the editor's set-up since 1996 and has contributed greatly to many of his endeavours and is very much part of *Tractor Mart*.



David Reed Northern Correspondent

David has worked with the editor since 1995 when they met at the late lamented Sandringham Rally. This ex-York school teacher has interests in tractors and commercial vehicles.

OTHER CONTRIBUTORS

Chris & James Rowberry, Thomas Jackson and Jayne Love

EUROPEAN SCENE



The Traffic replica was what they all wanted in October and it sold for £40,100.



The Field Marshall Series 3 looked the part and sold here for only £10,906.

Aumann Auctions held the on-line South Netherlands Traktor Auktion, which finished on 19 October. This sale saw a number of restored Lanz tractors come up: 20hp 14995 £15,667, 1948 Lanz D7500 4767 £14,701 and 1954 D3606 £8,177.

Just a few days later the same company held the on-line south Belgium sale, which saw a private collection come up of interesting continental machines.

A Field-Marshall Series 3 in grade 4.5 condition went on to sell for £10,906, Pampa grade £16,211, Hanomag R455A £24,563, Lanz Bulldog D9506 £25,545 and Lanz Bulldog D9506 replica Traffic with modified wings, suspended seat and more, £40,283.

It shows mainland prices are still not going up, but single-cylinder Pampa's are on the rise and Lanz

are still number one in Europe. However no one wanted the good classic Belarus K700A Kirovets artic at only £2,505, which I thought would have sold better over here.

I have also been studying a sale that took place on 27 July at Brielles, Brittany, North West France. There were some good original items in this sale, particularly in the tractor line-up. A 1950 SVF 401 grade 2/3 £3,573, 1953 SFV 302 was sold for just £1,608 grade 2/3, SFV 201 grade 2/4 £1,340, Porsche Allgaier AP18 grade 2/3 £1,295, Vendevure SBB £447 and Ferguson TE-A grade 2 £357. There were many others as well, but the prices were not hot at all, even though there was a huge crowd there.

The market in mainland Europe is pretty flat when you look at things overall quite frankly and there were bargains to be had here. ■



Looking good the Lanz D9506 with full front suspension and lights, sold for £25,545.



Ursus C45 1140H, classed as an older restoration, it sold here for £7,860.



It only got to £2,505 and was sold at that.

BRITISH PORSCHE SELLS WELL

On Friday 29 September Silverstone Auctions held at Dallas Burston Polo Club, Southam, Warwickshire, the Porsche Sale in association with Porsche GB Club. Some £3.2 million changed hands, with a selling rate of 55 per cent, with two world record prices achieved.

Of interest to us was the fully restored 1958 Porsche P308 Super tractor. It features the three-cylinder air-cooled,

four-stroke, 2,466cc, diesel engine and is superbly finished in red and cream.

The extremely thorough, recently-completed, restoration included a full engine rebuild with new pistons and rings, con-rod bearings, injectors and pump. The fuel tank was stripped, lined and sealed; the steering column was rebuilt with new fittings and bushes. The bell crank was repaired and many new parts were fitted, including



the hydraulic pump, stub axles, track rod end seals, dash casing (with wiring harness, switches, instruments and lighting), seat and squab, tyres and exhaust.

It was painted to a Porsche car-grade finish and detailed to what our vendor describes as concours (grade 6). It sold all in at a good £19,833 in good 5.8. ■

DEFECTS CONCLUSION

Following our report in the last issue, on 15 October Jack Retter, 21 was sentenced to 33 months after the incident in Bridgewater Road, Taunton that saw Carol Broxholme, 59 killed when Retter's

trailer had come detached from the tractor.

The trailer had just been purchased and was found to have 17 defects. Judge David Ticehurst also imposed a four-year driving ban and a £175 statutory charge on Retter. ■

290 LOT SALE

On Tuesday 9 October McCartney's held a 290 lot evening sale for a sheep farmer at Lower Howsen Farm, Cotheridge, Worcester. There was no buyers premium, but VAT on all lots. Three lots to interest us were the 1963 Massey Ferguson 203 industrial loader in grade 9 condition, which sold for £900. The 1959 Fordson Dexta with Lambourn cab was good for its age and started well in grade 8.9, it was got away at £1,600 and the bashed Dexta for spares also sold well at £900. ■



Looking good the wide track Dexta Mk1 was got away at £1,600 + VAT.



MF 203 is an old girl really and was got away cheaply at £900.

GRAHAM ASLETT

Well known west Kent TFH reader Graham Aslett, a former Field Marshall Series 2 owner, woodwork fan and someone very much into country life, which involved his small holding, passed away in September with his funeral at Beckenham Crematorium on 4 October.

The building was packed to capacity as his many friends celebrated his life with his two sons. He was a regular on P & J Tours around the world and over four decades has been so helpful to Tractor Mart's editor on many occasions, including a number of sales. This former BT linesman will be sorely missed, particularly by the Lewis brothers who have been very close to Graham for much of their lives. ■

MALCOLM RANIERI

It is with deep sadness that we have to report the passing of well known Midlands photographer Malcolm Ranieri who concentrated mostly on steam and commercial vehicles. He was found at his home on Friday 12 October. Malcolm was a former civil servant who took early retirement in his 50s to concentrate on his photography in a successful professional business, which he created. He was well known to many Kelsey Media readers. ■

BE CAREFUL...

It has been reported that a man from Somerset, who admitted causing injuries to a friend who had hitched a lift on the back of his vintage tractor puller, was in fact spared jail on 8 August 2018.

Robert Kenneth Sharps, 31 of Westport, just outside Langport, Somerset appeared in the dock at Taunton Crown Court before His Honour, Judge David Ticehurst.

He was supported by friends and family in the public gallery, including the victim, Thomas Jones. The defendant pleaded not guilty to a charge of causing serious injury by dangerous driving, but admitted a lesser charge of causing serious injury by careless driving.

He also admitted driving a motor vehicle without insurance. Prosecuting, Simon Gooden told the court the incident had happened after a barbecue held at Mr Jones' home on May 13, 2018. He said:

"This was a vintage tractor, which had been adapted for pulling. Mr Jones had been drinking, but to what extent is in dispute. Robert Sharps attended the event with his tractor and, at various points; people had been driving it and having rides on it. During the early evening, the group

decided to decamp to a nearby pub, with Mr Jones climbing onto the tow hitch on the back of the tractor. Sharps told Mr Jones to get off, but the victim said he would be ok.

"The tractor was driven slowly and carefully towards the pub, but it hit a bump and Mr Jones lost his footing and was dragged into the wheel arch, becoming trapped. He had to be freed by fire crews and was flown to hospital by air ambulance. The victim was deemed to be suffering from life-threatening injuries at the scene.

He had sustained a ruptured spleen and kidney, a fractured right femur, fractured hip and pelvis, four rib fractures and lacerations to his face and head."

Jones stayed in hospital for 17 days, but in a victim impact statement, said that he did not blame Sharps for the accident and blamed himself. "I instigated this," he told police. "I do not blame Rob for what happened."

Safety officer and National Vintage Tractor Road Run organiser Bobby Ball says: "It shows the driver has responsibilities, as well as the person on the drawbar. To be honest, considering there was no insurance, Sharps got off very lightly indeed I would say." ■

BIGGEST YET AT SUTTON



In totally original condition was this Field Marshall Series I single cylinder tractor, that managed to sell for £6,000.

There was a tremendous array of items for sale at the recent Cheffins Vintage Sale that took place on October 20. Items ranged from models and bygones to agricultural equipment, but the main attraction was the array of lorries and tractors that attracted large crowds to the auction site.

The undoubted highlight of the tractor section was a 1920 Crawley Agrimotor. There was certainly an air of anticipation as it came up for sale, with bidding starting at £15,000; it kept rising until a selling price of £64,500 was reached. As was said at the time, it wasn't just a tractor that was on offer, it was a part of farming history.

There were a couple of Internationals on offer that made a similar amount of money. Firstly, a 10-20 4cylinder petrol/paraffin with steel wheels all round and rear spade lugs, which sold for £3,900, while an International Deering WK40 that was fitted with rear pneumatic tyres and front steel ones sold for £3,600. From there, a Turner 'Yeoman of England' in grade 2/4 £10,000, while a totally original Field Marshall Series 1 sold for just £6,000.

Then came the Fords and Fordsons. Out of three Model Fs that were on offer, the best

price achieved was £3,200 sadly. However the ex Paul Rackham collection, fitted with Perkins L4 diesel conversion sold for a good £8,200, better than it did at the Rackham sale. There was another Standard N on offer though, that was slightly different. This one was an N Automower tug in older restored condition that sold here for £2,500. It was an interesting machine all the same.

There were a number of E27Ns in the sale, and although some did not reach their reserves, the best of those that did was fitted with the single-lever Smith hydraulic lift and made £4,600. There were a number of Majors on offer, the best was a 1962 example that had been supplied by W Harold Perry Ltd, Middlesex and had only had one previous owner from new. Bidding was brisk, finally settling down at a selling price of £10,100, but this does not beat the 2008 record of £12,500 for one of these also sold by Cheffins.

Other Fords included a 1982 4600 that looked pretty rusty in places, but still sold for £3,000, as was a 1991 Ford 8210 that made £6,500. In better condition overall was a 5000 that made £6,400, before prices started to rise, when a very tidy 1984 Ford 6710 came under the hammer. This tractor had 2,400 hours on the clock and made £16,500, a price that was beaten though by a very



This Turner 'Yeoman of England' four cylinder diesel tractor looked to be an older restoration, but still caught the imagination of the bidders when it sold for £10,000.



In pretty much original condition, but still looking very tidy, was this 1975 Massey Ferguson 188 Multi-Power that sold for £8,000.



This 1991 Ford 7810 had a few cosmetic issues, but looked to be a solid machine overall. The bidders agreed and it sold for £9,300.



In typical ex-farm working condition was this 1975 Ford 4000 that looked to be a good buy when it was bought for £4,600.



The best of the Massey Ferguson 135s on offer was this Multi-Power three cylinder diesel four-wheel drive version that had got 6,769 hours on the clock. It sold for £9,500.

SALES CODE SYSTEM VETERAN, VINTAGE, CLASSIC & MODERN

- 1 Non-running rough condition
- 2 Runs, but needs work
- 3 Original condition very clean
- 4 Older restoration
- 5 Restored
- 6 Concours
- WORKING TRACTORS**
- 8 Rough
- 9 Running needs work
- 10 Average working
- 11 Good

original looking 1989 Ford Silver Jubilee that sold for £18,200.

The County 1174 with a Hara cab, made £16,000 well up on prices last year for these tractors. A bitsa County Super-4 made £5,000, while a Super sold for £5,200 and a 1966 Roadless Ploughmaster 95, which was described as being in ex-farm condition with good reason, made £6,850.

And finally, a 1970 Muir Hill 110 came up for sale. It looked to be in original condition and had some bodywork issues to be tackled, but was complete and ready for restoration, making £5,500.

Switching to the Massey Ferguson name, again, there was a strong contingent of tractors on offer.

The 1954 Ferguson TE-F20 from the Jack Richard's collection that was placed on the back of one of his trucks as a load, was to change hands for a remarkable £4,700 in only grade 5 condition. The best in the 35s was the 1965 X Multi-Power, and well restored at that, it sold here for £7,300 grade 5. Doing remarkably well was the 1963 MF 65 MKII that sold for £6,200 also in grade 5 condition. The best of the Massey Ferguson 135s on offer was the ex New Zealand Multi-Power three cylinder diesel four-wheel drive version that had got 6,769 hours on the clock. It sold for £9,500.

Among the 165s, a cabbed model that was still in working condition made £12,600, while a 188 from 1975 sold for £8,000. And to finish things off, a Massey Ferguson 250 that was in good condition made £4,900, with a 1981 MF 590 that came with original owner's manual, and had 3,953 hours behind it made £6,500.

From the John Deere stable came a 2130 from 1979 that



This Fendt Favorit 614LS was fitted with Turbomatik, rear linkage, and had 3,528 hours on the clock. It was in extremely good condition and sold for £20,000.

had been in the same family ownership for many years and sold for a rather cheap £3,800, while a John Deere Model H made grade 4.5 £2,400.

There were some tractors that certainly were on the lighter side of the weight scale. The much vaunted ex Irish Porsche Super Export tractor that was fitted with roll bar, rear linkage and front drawbar in grade 4.2 condition, was a popular lot, and was in very good condition. It sold for £5,700 to Bob Vaughan.

From 1970 came an International Farmall 1026 that was imported from USA in 2008 and was repainted. It sold for £5,500, while a circa 1969 International 634 was also for sale. This tractor was described as having seen very little use on a small holding, mainly used for haymaking. It was also stated that it had been used for less than 100 hours over 27 years. It looked to be a good buy when it sold for just £2,600.

Moving on, and a completely restored 1970 Nuffield 4/65 sold



This 1976 Massey Ferguson 165 came with the original operator's manual and had 1,378 hours on the clock. In working condition, it sold for £12,600.



This Ford 4000 4wd was in pretty good overall condition and looked as if there was still a lot of work left in it. The 4000 sold for £4,800.



In good restored condition, this 1965 Massey Ferguson 35x Multi-Power was a popular lot and sold for £7,300.



This 1984 Ford 6710 was fitted with a Ford bubble cab, and was in very good condition indeed. It had 2,400 hours on the clock and sold for £16,500.



This 1962 Fordson Super Major turned a few heads when it came up for sale. It was fitted with side belt pulley, rear linkage, swinging drawbar, top link and Live Drive and was in original condition having only one owner from new. It sold for a magnificent £10,100.

for a very good £6,400, while on a bigger scale the original Fendt Favorit 614LS Turbomatik in stunning condition sold for just £20,000 showing 3,528 hours. Then came a 1983 Ursus 1604 four-wheel drive from Ireland that was fitted with a 160hp turbo engine, it had been barn stored for 10 years and sold for an amazing £11,800.

Finally, there were a couple of Track Marshall 55s. The first was described as being in ex-farm condition and was unrestored. That machine sold for £650, while a restored 1964 model did somewhat better when it made £5,800.

Of course there were numerous other tractors in the sale, around 180 in all, with some remaining unsold at the end of the day. There was certainly a varied line up, with the Cheffins Vintage Sale remaining one of the premier tractor auctions, which went very well indeed. Bill King stated after the sale that this was their best October event, which is great to hear. ■

AUCTION HIGHLIGHTS

2190 1920 Crawley Agrimotor 4-cylinder petrol 4 £64,500
 2191 1916 Overtime Model R single speed 2-cylinder petrol 4 £34,000
 2192 Turner 'Yeoman of England' 4 £10,000
 2193 1929 Rushton 14-20 petrol/paraffin tractor 4 £20,000
 2220b 1991 Ford 7810 J161 WVX 10 £9,300
 2204 Massey Ferguson 135 Multi-Power 4wd c/w roll bar, 6,769h £9,500
 2207 Fendt Favorit 614LS c/w Turbomatik, rear linkage, 3,528h 11 £20,000
 2211 1962 Fordson Super Major c/w side belt pulley, LiveDrive 144 XBH 3 £10,100
 2212 1965 Massey Ferguson 35x Multi-Power GPV 49C 5 £7,300
 2213 1984 Ford 6710 c/w Q cab A896 TAG 2,400h 10 £16,500
 2213a 1976 Massey Ferguson 165 1,378h 9 £12,600
 2222 Hart Parr 18-36 c/w spoked rear wheels 5 £12,000
 2228 County 1174 c/w Hara cab, twin assistor rams 3 £16,000
 2237 1967 Massey Ferguson 135 KOD 977F 5 £6,800
 2239 1963 Massey Ferguson 65 BDG 609B 5 £6,200
 2244 1966 Roadless Ploughmaster 95 c/w Selene front axle FTL 297D 2 £6,850
 2245 1989 Ford 7810 Silver Jubilee G472 MYD 10/3 £18,200
 2246 1970 Muir Hill 110 HFP 677J 2 £5,500

2247 Ferguson FE35 grey gold 5 £6,700
 2255 Fordson E27N petrol/paraffin 5 £4,600
 2256 Porsche Super Export 3-cylinder c/w rear linkage 2/4 £5,700
 2257 1970 Nuffield 4/65 RUX 413H 5 £6,400
 2264 Fordson Standard N c/w Perkins L4 4 cylinder conversion 4 £8,200
 2281 1970 International Farmall 1026 c/w Hydrostatic Drive VOD 249J 3 £5,500
 2291 1981 Massey Ferguson 590 UYB 707W 3,953h 10 £6,500
 2300 1964 Track-Marshall 55 crawler 5 £5,800
 2314 1977 Zetor 8011 2wd 10 £6,300
 2315 1983 Ursus 1604 4wd 6-cylinder c/w 160hp turbo 10 £11,800
 2318 Ford 5000 c/w cab rear linkage and drawbar LEC 277P 10 £6,400
 2328 1991 Ford 8210 J202 KUT 3 £6,500
 2329 1963 Massey Ferguson 65 BDG 609B 5 £6,200
 2243 1954 Ferguson TE-F20 GDO 680 5 £4,700
 2247 Ferguson FE35 grey gold diesel 5 £6,700
 2287 Massey Ferguson 250 10 £4,900
 2291 1981 Massey Ferguson 590 UYB 707W 3,953h 10 £6,500
 2308 1978 Massey Ferguson 590 CNH 708T 10 £4,000
 2198 County 1184 SWB c/w rear linkage 767h 10 £32,000

2220b 1991 Ford 7810 J161 WVX 10 £9,300
 2208 1927 Fordson Model F TW 8041 with V5c 4 £3,200
 2211 1962 Fordson Super Major c/w side belt pulley, LiveDrive 144 XBH 3 £10,100
 2213 1984 Ford 6710 c/w Ford bubble cab A896 TAG 2,400h 10 £16,500
 2216 Ford 4000 4wd c/w rear linkage and drawbar 3 £4,800
 2228 County 1174 c/w Hara cab, twin assistor rams 3 £16,000
 2232 County Super-4 c/w rear lift arms 2 £5,000
 2233 County Super-6 bitsa 2 £5,200
 2244 1966 Roadless Ploughmaster 95 c/w Selene front axle FTL 297D 2/9.6 £6,850
 2245 1989 Ford 7810 Silver Jubilee G472 MYD 10/3 £18,200
 2246 1970 Muir Hill 110 HFP 677J 2 £5,500
 2255 Fordson E27N petrol/paraffin 5 £4,600
 2264 Fordson Standard N c/w Perkins L4 ex P Rackham conversion 4 £8,200
 2286 1982 Ford 4610 YRU 323Y 9 £3,000
 2301 1967 Ford Pre Force 2000 Dexta TVX 170E 9.6 £3,200
 2312 1965 Ford 5000 Super Major MHK 451C 3 £4,500
 2318 Ford 5000 c/w cab rear linkage and drawbar LEC 277P 10 £6,400
 2328 1991 Ford 8210 J202 KUT 9.8 £6,500

Strong prices have continued and the largest number of sales on one day in the UK this year happened on Saturday May 27. If you have a forthcoming sale do tell us about it – tel: 01323 833125

QUALITY AT EURO AUCTIONS

There was an extremely varied selection of tractors on offer at the Euro Auction sale held at their base near Leeds on 17 October. Of course plant equipment rules, however with about 100 machines on offer; there was enough to interest the tractor enthusiast. The condition of the machines varied too, ranging from unused ready to work examples to those that were in poorer condition and needed restoration.

Almost all made it onto the selling ramp where the prospective buyers gathered, and with bids coming in from the internet, selling was pretty quick. So just what was on offer tractor wise, and what were the prices attained?

First up were some crawler tractors where top of the tree was a 2004 Challenger MT765 that was in great condition and made £31,000. No other crawler challenged that price, although a smart looking Claas Challenger 55 sold for £13,000 and a Yanmar CT850 crawler sold for £14,000.

The prices of the IH-Case tractors varied considerably. At the higher end, a 2014 Puma 130 made £27,500, while a 2008 Puma 140 sold for £19,000. In the bargain basement department, most sold for around the £3,000 mark including a 1986 885XL two wheel drive and a 1989 956XL that sold for £3,250 despite being fitted with a Tanco 988 loader.

It was the New Holland name that was to the fore though, with numerous tractors coming under the hammer. This is where the top prices of the day were achieved, with a T7.260 from 2013 selling for £37,000. That price was beaten by a 2017 New Holland T7.190 four-wheel drive which had got 673 hours on the clock that made £53,000, while a T7.245 from the same year sold for £65,500.

These tractors were in immaculate condition, as was a T7.240 that was bought for £68,000, although this price was eclipsed by a 2017 New Holland T7.315 that made the top price of the day tractor wise, when it sold for £83,000.



This 2004 Challenger MT765 crawler was one of the first tractors to go under the hammer. It was in very good condition and soon sold for £31,000.



This Claas Challenger 55 crawler was in pretty good condition overall and sold for £13,500.



One of the smaller crawlers on offer was this very tidy Yanmar CT850 that sold for £14,000.



This unused McCormick B105 Max four-wheel drive had only eight hours on the clock and soon found a new home for £19,000.



This unused 2018 Case Puma 165 four-wheel drive tractor was complete with front linkage and had 165 hours on the clock, it sold for £59,000.



Best of all the tractors was this 2017 New Holland T7.315 four-wheel drive that was in almost mint condition and sold for £83,000.

Then came a series of John Deeres. These were mainly around ten years old, with prices reflecting that fact, although the best JD price was actually achieved by a 2002 6820 that made £23,000. Other tractors of note included a 7530 from 2008 that sold for £22,500, while a 2011 John Deere 6330 sold for £21,500. Again there were some older, well used, machines on offer. For example a 1993 JD 6400 sold for £7,500 while a 3050 from 1990 made £6,250, typical of the other John Deere tractors in this category.

A couple of JCB Fastracs stood out from the crowd, with a 7230 from 2009 selling for £27,000, while making the most money was a 2011 3220 that really looked the part and sold for £41,000. Also in great condition was a 2007 Fendt 716 Vario that sold for £21,000, while a 2012 Deutz M260 made £25,500 and a 2016 Zetor Forterra STD 140 4wd SX16 PH, which had got 435 hours behind it, sold for £29,500.

There was certainly a varied line-up of tractors bearing the Massey Ferguson name. The best of the lot was a 5480 from 2011 Massey Ferguson 5480 4wd c/w front linkage SF11 JHK 11 that was in excellent condition and sold for £25,000, while a 7480 from 2009 that had 999 hours on the clock made £19,000. Then came a 4260 from 2000 that sold for £9,500, while not that far behind was a 1991 Massey Ferguson 362 that sold for £8,500. There were some rather work worn MFs on offer though, with a 1989 3080 making £3,250, while a rather rough looking 3070 that was fitted with bale spikes sold for £3,750. A little faded perhaps was a 390 that did better when it sold for £6,250 that beat a 1989 350 two-wheel drive which was possibly looking for restoration that sold for £5,500. The one restored Massey Ferguson though was a 35. It was offered with an L Townend single axle dropside tipping trailer, which probably boosted its selling price to £3,000.

Best of the Fords was a Ford 7740 four-wheel drive that sold for £8,000, while a 1995 Ford 8240 made £6,000. Proving that Fords don't have to be



These two 2017 New Holland T7.245 four-wheel drive tractors were in great condition and sold for £65,500 and £63,000 respectively.

blue in colour, was a green County 1174 four-wheel drive that looked a little rough but would make a good restoration project, it sold for £4,750.

There is no doubt that at Euro Auctions, the plant on sale dominates proceedings. But with a wide range of tractors also available, you just don't know what may turn up, really making it an unmissable sale. ■

AUCTION HIGHLIGHTS

838 2004 Challenger MT765 crawler FX54 FAF 11	£31,000
840 Claas Challenger 55 crawler T698 JNV 11	£13,500
845 Unused McCormick MC130 4wd 269h 12	£27,000
847 Unused McCormick C90 Max 4wd 4h 12	£19,500
849 Unused 2018 Case Puma 165 4wd c/w front linkage NK18 FKW 165h 12	£59,000
850 2017 New Holland T7.315 4wd c/w front linkage HX17 FJF 12	£83,000
851 2017 New Holland T7.270 4wd HX17 CEA 12	£68,000
853 2017 New Holland T7.245 4wd c/w front linkage HX17 FKG 407h 12	£65,500
855 2017 New Holland T7.190 4wd c/w front linkage HX17 CDN 673h 12	£53,000
857 2013 New Holland T7.260 4wd c/w front linkage SN13 FFO 11	£37,000
858 2013 New Holland T7.200 c/w front linkage WK13 CZX 11	£29,000
862 2016 Zetor Forterra STD 140 4wd SX16 PHK 435h 12	£29,500
863 2014 Case Puma 130 4wd c/w front linkage CU14 CKL 11	£27,500
868 2002 John Deere 6820 4wd V002 HOA 10	£23,000
869 2011 John Deere 6330 4wd LK11 DJY 11	£21,500
875 2011 JCB Fastrac 3220 4wd c/w front linkage VU11 FVX 11	£41,000
878 2009 Massey Ferguson 7480 4wd c/w front linkage 999h 11	£19,000
879 2011 Massey Ferguson 5480 4wd c/w front linkage SF11 JHK 11	£25,000
896 2004 McCormick MTX200 4wd VX04 XYB 10	£11,500
907 Massey Ferguson 4260 4wd V549 GEC 10	£9,500
925 Renault 90-34 4wd c/w Chilton loader K598 RSJ 10	£8,500
936 Massey Ferguson 35 2wd c/w L Townend single axle dropside tipping trailer 334 UXL 4	£3,000
892 1995 Ford 8240 4wd N801 JMB 10	£6,000
893 Ford 7740 4wd 10	£8,000
920 Ford County 1174 4wd 9	£4,750
921 1994 Ford 3930 2wd L840 DOD 10	£4,250
922 Ford 3930 2wd 9	£3,250
923 Ford 4000 2wd 9	£1,500

DOE STARS AT DONCASTER



Best and biggest of the Massey Fergusons was this 1100 from 1969 that had got 498 hours on the clock. In pretty original condition, it sold for £13,200.

It wasn't hard to spot the star of the sale that was held at Lindholm Grange Farm on Thorne Levels, just south of Doncaster on Thursday 18 October. It was the Doe Triple D 279 that was a rarity in Yorkshire when it was delivered brand new in 1963. Indeed, according to the records held by Ernest Doe and Sons Ltd, it was the only Triple D to be sold in Yorkshire that year, and only one of ten such models to be sold in the county over the entire production run. But more of the Doe later.

It was not the only tractor that was on offer, with both modern machines and some vintage tractors being sold as well. In charge of proceedings were John H Pickup & Co of Bawtry near Doncaster, with Giles Johnston and Andrew Holden taking it in turns to wield the gavel in a very quick and efficient manner as the tractors were sold.

The stock here sold very well indeed starting with a raft of Massey Fergusons. The oldest was not actually a tractor, but rather a 1997 MF 34 combine. It was fitted with a 16 foot header and trailer, and looked to be in excellent condition for its age. That sold for £15,000, which was exactly the same price that was achieved by a

2003 Massey Ferguson 6270 four-wheel drive tractor that had worked for 8,541 hours, while a 6475 Dyna 6 from 2006 that had 6,389 hours behind it did slightly better when it sold for £18,100.

The Massey Ferguson theme continued with some of the vintage tractors. Although there was a fair amount of tinwork missing, a MF 35 that was fitted with a front loader had its engine running for a long time before the sale began and duly sold for £1,800, while a pretty original 135 from 1978 that looked a little rusty and was ready for restoration made £4,800. Then came another couple of original looking MFs, the first being a 188 that dated from 1978. This tractor had 4,471 hours on the clock and sold for £6,000, while best of all the Massey Fergusons in the vintage section was an 1100 from 1969 that had only worked for 3,498 hours. Bidding was brisk with a selling price of £13,200 being achieved.

A rather rusty Fordson E1A Major was also on offer. This example was fitted with a Twose back actor, but only made £950, while doing much better was a 1969 Roadless Ploughmaster 65 that was fitted with a Duncan cab and Bomfield hedgecutter. It certainly looked pretty original

with faded paintwork, but that didn't seem to matter too much as it sold for £7,800.

Then came a 1982 Atlas 1302 360 excavator with extension boom which had 1,467 hours behind it that sold for £3,500, while looking to be a cheap buy was a 1972 David Brown 1410 that was fitted with an Econ long reach flail that only made £1,800.

There was a large crowd in attendance as the tractors came up for sale, with the attraction of the Doe coming up for sale an obvious factor.

The Doe was surrounded as bidding started, quickly rising to the £50,000 mark before eventually reaching its selling price of £55,000.

The whole auction, including the sale of tractors, arable equipment and a selection of trailers took a fraction over two hours, pretty quick for a farm auction. But those who made the trip seemed to think that it was worth it, after all it is not every day that a Doe in original condition comes up for sale. ■



In very good condition was this 1997 Massey Ferguson 34 Combine that came with a 16 foot cut / header and trailer. It soon found a new home for £15,000.



Looking well worked, but in original condition was this 1978 Massey Ferguson 135 with cab. A little rough in places, it sold for £4,800.

AUCTION HIGHLIGHTS: MODERN MACHINERY

256 1992 Sanderson 726 Teleporter c/w pallet tines Q377 PTL 5,011h 10	£13,700
260 2003 Massey Ferguson 6270 4wd FX03 HFP 8,541h 11	£15,000
261 2006 Massey Ferguson 6475 Dyna 6 4wd FX06 FGV 6,389h 11	£18,100
262 1997 Massey Ferguson 34 Combine c/w 16' cut / header trailer R749 YEE 11	£15,000
289 1978 Massey Ferguson 135 c/w cab 3	£4,800
290 Massey Ferguson 35 c/w front loader 2	£1,800
291 Fordson Major c/w Twose back actor 3	£950
292 1969 Roadless Ploughmaster 65 c/w Duncan cab, Bomfield hedgecutter 9	£7,800
300 1982 Atlas 1302 360 excavator c/w extension boom VFE 924W 1,467h 9	£3,500
301 1972 David Brown 1410 c/w Econ long reach flail SWG 968S 8,450h 9	£1,800
302 1976 Massey Ferguson 188 OFW 5P 4,471h 3	£6,000
303 International B2275 c/w front loader 2	£600
304 1969 Massey Ferguson 1100 PFU 872G 3,498h 3	£13,200
305 1963 Doe Triple D c/w dismantled Fritzmeier cab 545 DFW front engine 9,607h, rear 2,754h 3	£55,000

ORMAN BROTHERS

Auctioneer John Marchant (left) was in good form at the sale.



There was an excellent crowd of keen farming related collectors at the late John and George Orman of Fawley, Hampshire. These hard working brothers both died at the age of 84, some 18 months apart.

Thimbleby & Shorland and particularly auctioneer John Marchant, who had known the brothers for decades, were called in on Saturday 13 October to hold the disposal sale. Tractor Mart's editor knew these brothers over the years and was invited to the site on a number of occasions for a chat.

These contractors went on to build up a large collection of vintage agricultural machinery of all types and it all came under the hammer. Also sold were their 1971 Rover 2000SC GGJ 454J and TC model PJT140J that sold for £180 and £140 respectively. The Triumph Dolomite 1850HL LEL63P sold for just £70. Lots of spares came up for these vehicles that had full documentation and were typical vehicles that farmers used during this period of time, especially the Rover 2000.

However the highlight was the rare 1939 Marshall RC 88621 single-cylinder 6 ton road roller based on M tractor power unit. This excellently equipped and restored Dorset registered example AFX 734 in grade 2/4.2 condition (no V5c documentation) went on to sell for a good £16,500 plus commission, making

a total of £17,688 not far off the £19,000 the TM editor predicted, perhaps if it was running and out of the shed it would have made that amount. However, the so original 1938 Wallis & Stevens Advance OF E38486 DAA422 3 ton road roller with two-cylinder National engine was such a gem and sold for £4,100 here. It looked to just need an oil up and away you go, but who knows.

Top tractor here was the 1948 Field Marshall Series 2 5774 that sold with no paperwork for a good £9,000 grade 2/4. However the most interesting tractor here was the rare Newman AN4 E2656 NTA213 in grade 2/4 that was got away at a good £4,200. As for the implements, the possibly unique in the UK Vendevure PR wire tie pick-up baler with



The 1951 registered Newman AN4 E2656 Petter AV2 engine NTA213 sold for a good £4,200 and was the rarest tractor on site here.



As can be seen, the 1939 Marshall M with its Dorset registration of AFX734 is very complete indeed.



What a lovely gem, the Wallis and Stevens OF 3ton DAA422 in such good original style condition sold for £4,100.



The Field Marshall Series S2 5774 that's not painted quite right sold for a good £9,000.

Petter AVA2 10hp diesel engine that had been supplied by Tractors & Motors (Southern) Ltd, Brockenhurst was sold for £1,600. All in all an excellent 504 lot sale that was well supported and was put together well by Thimbleby and Shorland and its old hand John Marchant. ■

AUCTION HIGHLIGHTS

(The editor has tried to correct the years and some of the details on all the tractors, as the programme was rather out in places. Unfortunately we were only at the sale for just one hour owing to having to attend the National PLG at Tamworth leaving us no time for more research on the fleet). Please add 6 percent and VAT for the commission.

411 1939 Marshall RC 88621 single-cylinder 6 ton road roller very good 2/4.2 £16,500

412 1938 Wallis & Stevens OF E38486 DAA422 lovely 2/4 £4,100

413 1988 Zetor 6211 014439 E147PJT V5C 3013h 9.8/3 £4,100

414 1939 Ransomes MG2 248 good example 2/4.4 £650

415 1953 BMB President STV 204303 PYD358 2/4 £850

416 1948 Field Marshall S2 5774 painted not quite right 2/4 £9,000

417 1942 Case DC4 older restoration 2/4.4 £2,000

418 1946 Massey Harris 101 Junior Standard 385086 2/4 £1,600

419 1939 Fordson Standard N with pneumatics good price 2/4 £2,300

420 1948 David Brown Cropmaster 15478 H Gibbs & Son sup 2/4 £1,800

421 1952 Fahr D17 interesting model made from 1951-53 2/4 £1,000

422 1950 Minneapolis Moline UTS 2/4 £2,600

423 1937 Allis Chalmers WF 1736 unstyled 2/4 £2,600

424 1947 Fordson E27N p/p original style dry stored replacement engine 2/3 £1,700

425 1971 Massey Ferguson 2135 industrial with Duncan cab EHO946K no docs 2491h good 2/4.3 £3,700

426 1951 Newman AN4 E2656 Petter AV2 engine NTA213 2/4.2 £4,200

427 1939 Farmall H (not A) as listed D6830 older restoration 2/4.2 £1,700

428 1940 Allis Chalmers B bow axle 2/4 £1,000

429 1939 Farmall A D1263 (not H) good tyres front 2/4 £1,200

430 1947 John Deere H (not B) 'V' front looked good 2/4 £1,700

431 1948 Allis Chalmers B GOU547 cheap 2/4 £300

432 Ford Ferguson 2N wrong wheels 2/4 £2,600

433 John Deere B three-wheeler good tyres 2/4 £1,700

434 1960 Allis Chalmers D272 2553D diesel Perkins P3 2/4 £1,600

435 1939 Allis Chalmers WC rowcrop 78583 rear mounted irrigation pump 2/4 £800

436 1941 Fordson Standard N wide wing 2/4 £1,700

437 1949 Nuffield Universal M4 1816 nice 2/4 £1,700

438 1955 Nuffield DM4 OAA594 with Twose back actor very clean 2/3 £1,200

447 International 443 baler £1,200

482 Huard 2-furrow reversible 4 £160

484 Ransomes 5 RSLM9 2-furrow plough 4.2 £280

485 Ransomes Motrac 2-furrow plough 4.6 £580

486 Ransomes TS42A single-furrow plough 4.4 £110

487 Ransomes TS59E 3-furrow plough £850

488 Ransomes TS82 2-furrow reversible 4.3 £420

ALAN BRUCE RETIREMENT SALE



Ripe for restoration the six restoration projects netted, without VAT, £13,040.

Aberdeen and Northern Marts held a retirement sale on behalf of Alan Bruce at Pineview, Fosterhill within sight of Aberdeen Airport on Saturday 6 October.

250 lots were listed, but there were a huge amount of lots unnumbered and sold

straight from the shed, many of the tractors were not even pulled out of the shed either.

The sale contained a comprehensive selection of older machinery accumulated during 42 years at this small traditional stock farm. The implements sold between £30-50

and included a Sellers plough (Claas dealers today) to three Ferguson ridgers and more.

The six classic AGCO family Ferguson and Massey Fergusons had been bought approximately 20 years ago with a view to restoration which had sadly not taken place. All six were sold as non runners and from the shed they had been stored in since they arrived on the farm. With the exception of a FE35 that was hiding under a MF35 bonnet and had the rocker cover removed. It revealed a broken rocker shaft, the rest were largely unmolested although some of the tinwork was a bit battered and the wings were suffering from the usual rust holes.

The tyres were somewhat perished from their long storage, with the exception of the later 35 which had MF 30 drill wheels with good tyres fitted and an interesting early Weathershield cab. The early 135 carried a cab by local maker

Duncan and the later 135 the remains of a MF Flexicab.

There was good interest in these tractors from a strong crowd as they were in the condition many collectors like to find them and this was reflected in the prices achieved. Please add commission and VAT to all prices. ■

SALES HIGHLIGHTS

243	1957 Ferguson FE35 3,311h diesel bonnet OK wings rusted through 1.5	£1,500
244	1958 Massey Ferguson 35	
23c	engine 5,635h 1	£720
245	1958 Massey Ferguson 35	
23c	engine 4,644h 1.5	£1,500
246	1962 Massey Ferguson 35 diesel 2,501h Weathershield cab drill wheels 1.8	£3,320
247	1965 Massey Ferguson 135 Duncan cab bonnet detached 1.5	£3,000
248	1974 Massey Ferguson 135 6,171h Flexicab damaged panels 1	£3,000
249	1994 Massey Ferguson 390 4WD Highline 12/12 4,916h MF880S loader 9	£6,400
250	2003 JCB 525.58 Loadall	
11582h	rough worn 8.5	£3,800

DAMP CONDITIONS AT NEWBURY



Ford Force 3000, a clean tractor which sold for £3,500.

Although not as big as Tractor World, Malvern, the Mark Woodward organised tractor show at Newbury Showground staged over 6-7 October had so much potential, but it never did quite made it for whatever reason over the three years that it has been staged.

But comparing it to the weekend before when Mark Woodward staged his very successful Land Rover autojumble and more, where the car parks were just heaving, it was chalk and cheese. These famous Land Rover events are set to continue in

2019 of course and have more potential than ever before.

Nevertheless H J Pugh conducted a very successful tractor sale here on Saturday 6 October in damp and dull conditions, a contrast to the Sunday's weather, which was bright and reasonably warm. ■



This Ferguson TE-A was got away at £1,000 in grade 2/4.



LEFT: This International 885XL four-wheel drive was got away at £4,000



ABOVE: Best seller on the day was this 1950 Fordson E27N at £6,500.

LEFT: This Oliver 80 was sold on the day for the average £3,000.

SALES HIGHLIGHTS

1970 Ford 3000 low hrs AP cab cleanish 2/9.1	£3,500
Ferguson TE-A20 older restoration bonnet a bit bashed 2/4	£1,000
1934 John Deere A unstyled rim conversion clean1.7	£1,500
1942 John Deere A styled Rollamatic V front clean 2	£1,300
International 885XL 4WD cab so so 9.1	£4,000
Oliver 80 original style of tyres 2/4	£3,000
Ford 7610 2WD Dual Power not bad 9	£4,550
1983 Massey Ferguson 590 cab rough 8.8	£2,200
1988 Ford 655C digger complete with buckets 9	£2,000
1979 Ford 4600 some bits missing 2/9	£2,000
1951 Fordson E27N Perkins P6 low gear not bad 2/4	£6,500
1976 Leyland 154 cleanish sort of 2/9	£1,800
Ford 5610 panels missing cab rough 8.6	£2,900
1955 DB 25D rough 1	£200
1966 Ford 3000 SOS cleanish 2/9	£2,100

Strong prices have continued and the largest number of sales on one day in the UK this year happened on Saturday May 27. If you have a forthcoming sale do tell us about it – tel: 01323 833125

LES SMITH SALE

There was a varied line-up of tractors at the Les Smith sale that took place on his farm at Gerrick, North Yorkshire, mid-way between Whitby and Saltburn.

Some tractors were modern, and some were classic, but they all came under the hammer on 6 October. Les said "I just thought that it was about time I put them in a sale." It wasn't just his tractors that were on offer, numerous tools and farm implements were also up for sale, but it was the tractors that stood out in Les' collection.

Auctioneers Richardson and Smith of Whitby were in charge of proceedings, with Ian Halley wielding the gavel and collecting the bids. A good crowd had gathered for the sale, a testament to the collection and to Les himself, here are some of the highlights. ■



Despite having a Lainchbury Kingham rear winch and being in good condition, this Nuffield 10/60 only sold for £1,850 at the auction.



This Nuffield Universal Three was complete with a roll bar and seemed to be in original condition, it sold for £1,800.



Complete with Ferguson loader and bucket, this 1966 Massey Ferguson 135 looked as if it could do with a bit of work cosmetically and sold for £2,450.



This 1987 Vermeer Ditch Witch was complete with rear trenching scoops and looked to be in good, solid condition. It soon sold for £4,400.



In good condition and looking pretty original was this Fordson Power Major, "I like to see them in their working clothes," Les said. It sold for £2,350.



This 1962 Allis Chalmers ED40 was in a good restored condition and soon found a new home for £2,250.



Among the more modern machines was this 1992 John Deere 3050 that had got 8,386 hours behind it. Bidding rose to a selling price of £12,200.



There was some rust evident on this 1966 Massey Ferguson 200B Drott, but overall it looked to be in solid condition and a good prospect for restoration. It sold for £1,400.



Les Smith with the Zetor Crystal 8011 that came from R/Ireland.

AUCTION HIGHLIGHTS

- 189 1987 Vermeer Ditch Witch c/w trenching scoops at rear F928 SDC 10 £4,400
- 191 1966 Massey Ferguson 200B Drott 9 £1,400
- 193 1964 International 275 c/w roll bar 9 £1,050
- 195 1962 Fordson Power Major, 3 £2,350
- 196 1964 Nuffield 10/60, c/w Lainchbury Kingham rear winch 4 £1,850
- 197 1961 Nuffield Universal Three, c/w roll bar 3 £1,800
- 198 1967 Massey Ferguson 135 c/w Ferguson loader & bucket 3 £2,450
- 200 1962 Allis Chalmers ED40 PSJ 390 5 £2,250
- 201 1958 Allis Chalmers 272 NSL 812 3 £1,500
- 202 Case 248L c/w International Case 3434B loader J62 BTV 2,448h 10 £3,500
- 203 1972 Zetor Crystal 8011 Irish origin, 74 75 514, 5 £4,150
- 204 1992 John Deere 3050, Power Synchron, K486 OAG 8,386h 10 £12,200
- 205 1996 Case 5130 Powershift, c/w Riko TN500A loader P733 RWT 5,900h 10 £14,500
- 206 1994 Manitou Manireach 523T c/w pick-up hitch L232 MVJ 7,425h 10 £9,300
- 207 1981 Land Rover Series II, 64,700 miles BLG 505W £2,150

MIXED BAG

AUCTION HIGHLIGHTS

4601 1991 Case 895XL 4wd
c/w loader 10 £5,200

4602 Ford 3910H Q907 LAG 10 £3,300

4613 1978 Massey Ferguson 550 c/w
front power loader WAJ 171S 10 £4,200

4617 David Brown 1690 4wd
for spares 1 £1,250

4619 Massey Ferguson 175 9 £2,400

4622 1980 Massey Ferguson
565 YBT 647V 10 £4,400

4623 John Deere 2520 compact c/w
mid mounted mower 10 £1,500

4625 Kubota B1750 4wd
compact 10 £1,100

4641 1992 Matbro TS260 telehandler,
K763 GUB 10 £5,200

4642 1989 Sanderson 622
teleporter F754 AWX 9 £4,200

4643 Matbro pivot steer
telehandler 9 £2,800

4644 Matbro Teleram 3
telehandler 10 £4,800

4635 Thomas skidsteer loader
c/w grab 9 £2,600

The monthly York auction saw a slightly smaller array of equipment on offer in both the tractor and plant sections, with machines ranging from those in good condition to a couple that were only good for spares on 5 September.

In the tractor section a 1991 Case 895XL four-wheel drive achieved the highest price. Complete with loader, it appeared to have seen a fair amount of work during its life, but was still in solid condition and sold for £5,200. Carrying the Ford name was a very tidy 3910H which was described as having low hours on the clock. It sold for £3,300.

There were a number of Massey Fergusons available, the best of which was a 565 from 1980 that sold for £4,400. Not too far behind that was a 550 from 1978 which was fitted with an MF power loader. This tractor was registered in North Yorkshire and hadn't strayed very far during its life, it sold for £4,200.

In much rougher condition was a 175 that had been imported from Sweden at some time during its life and sold for £2,400, while a couple of Massey Fergusons didn't sell at all. These included a 35X that despite being fitted with a refurbished engine and safety frame failed to meet its reserve when bidding stalled at £2,600, while the same



thing happened to a 690 with power loader from 1982 when bidding stopped at £2,800.

For those looking for spare parts, or a bit of a challenge, a David Brown 1690 four-wheel drive was the attraction, and it sold for £1,250, while a partly restored 880 was another vehicle that didn't find a new home when bidding stopped at £2,000.

On a smaller scale, best of the compacts was a John Deere 2520 that was fitted with a mid-mounted mower that sold for £1,500, while a Kubota B1750 four-wheel drive which was in pretty good condition sold for £1,100.

But all of these prices would have been eclipsed if a 2008 McCormick C95 Max had managed to sell. It was in good condition but it failed to sell when bidding only reached £12,200 and the reserve wasn't met. ■



If you were looking for a challenge then this David Brown 1690 might have fitted the bill. Sold for spares or repair, it eventually went for £1,250.



Best of the Massey Fergusons on offer was this 1980 Massey Ferguson 565 that looked to be in good working order and sold for £4,400.

The best price achieved by a tractor at the sale was £5,200 that was paid for this 1991/92 registered Case 895XL four-wheel drive that was in average condition and fitted with a loader.



This Massey Ferguson 550 from 1978 was fitted with a front power loader. It was a local tractor after being registered in North Yorkshire and sold for £4,200.



This Massey Ferguson 175 was said to have been imported from Sweden and was in solid condition even though it was showing a lot of rust. Bidding saw it reach a selling price of £2,400.



In pretty good working order with solid looking bodywork was this Ford 3910H that was described as having low hours on the clock. It sold for £3,300.



BELOW: This 2008 McCormick C95 Max looked to be a good buy but did not sell when bidding stopped at £12,200.



Best of the handful of compacts in the sale was this John Deere 2520 that was fitted with a mid-mounted mower that made £1,500.

If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us. Please email: peter.love@kelseymedia.co.uk or tel: 01323 833125

NOVEMBER

24 CLASSIC VEHICLE AUCTION.

Errol Airfield, Errol, Perth PH2
7TB. Morris Leslie, 01821 642940.

24 AUCTION OF PLANT, MACHINERY & SMALL TOOLS. Lincoln way, Clitheroe BB7 1QD. Clitheroe Auction Mart, tel: 01200 423325.

24 COLLECTIVE SALE OF PLANT & MACHINERY TOGETHER WITH POULTRY.

The Beech, Little Hereford,
Ludlow, Shropshire SY8 4BG.
McCartneys, tel: 01584 872251.

24 MACHINERY, SUNDRIES & FUR. Wharfedale Farmers Auction Mart Ltd. Chevin Lodge, Leeds Road, Otley LS21 3BD. Tel: 01943 462172.

26 COLLECTIVE SALE OF PLANT & MACHINERY. Stondon Hall Saleground, Chipping Ongar, Essex. The Auctioneer, tel: 07850205830.

28 LEOMINSTER CLASSIC & VINTAGE MOTORING (SOME TRACTORS & 4X4S). Leominster Classic Motoring Auction Centre, Easters Court, Leominster, Hertfordshire HR6 0DE. Brightwells, tel: 01568 611122.

29 AUCTION. Athelhampton House, Dorset DT2 7LG. Dorset Vintage & Classic Auctions, tel: 01963 363353.

29 ANTIQUE & COLLECTABLES AUCTION. Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons Auctioneers, tel: 01435 862132.

29 DISPERSAL AUCTION OF TRACTORS, COMBINE, TRAILERS, CULTIVATION, VEGETABLE & ROOT GROWING EQUIPMENT. Vicarage Farm, Potton, Bedfordshire SG19 2RQ. Brown & Co, tel: 07717512498.

30 MACHINERY SALE. The Gallops, Stanklyn Lane, Stone, Kidderminster, Worcs DY10 4AR. Halls, tel: 01562 820880.

DECEMBER

1 MONTHLY MACHINERY, PIG & POULTRY SALE. Holsworthy Livestock Market. Kivells, tel: 01409 259540.

1 SALE OF IMPLEMENTS & SMALL TOOLS. 48 John Street, Forfar DD8 3EZ. Lawrie & Symington, tel: 01307 462651.

3 CAMBRIDGE MACHINERY SALE. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

5 MONTHLY SALE OF MACHINERY, VEHICLES, IMPLEMENTS, TOOLS, BUILDING MATERIALS. Beeston Castle, Tarpoley CW6 9NZ. Wright Marshall, tel: 01829 262100.

6 AUCTION OF TRACTORS, MACHINERY, PLANT & SMALL TOOLS. Borderway Mart, Rosehill, Carlisle CA1 2RS. Harrison & Hetherington, tel: 07778808464 or 07710189804.



This 1977 Zetor 8011 had been a barn find in Sweden, and had worked on one small farm from new, it sold for £6,300.

6 INTERNATIONAL READING CONTRACTORS PLANT AUCTION. 31 Great Knollys Street, Reading, Berkshire RG1 7HU. Thimbleby & Shorland, tel: 0118 9508611.

7 SHREWSBURY PLANT & MACHINERY SALE. Shrewsbury Auction Centre, Bowman Way, Shawbury Turn, Battlefield, Shrewsbury SY4 3DR. Halls, tel: 01743 462620.

8 ANNUAL COLLECTIVE SALE OF VINTAGE & CLASSIC ENGINES, TRACTORS, TRACTOR SPARES, TOOLS, SEATS, MODELS, LITERATURE, MILITARY MEMORABILIA, ENAMEL & TIN SIGNS, AGRICULTURAL BYGONES. Ledbury Salerooms, Market Street, Ledbury. H J Pugh, tel: 01531 631122.

12 EXETER MACHINERY SALE. Exeter Livestock Centre, Matford, Park Road, Exeter, Devon EX2 8FD. Kivells, tel: 01392 251261.

13 SALE OF TRACTORS, MACHINERY & IMPLEMENTS, SUNDRIES. Muirglen, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.

14 - PLANT, MACHINERY & HGV AUCTION. Stoney Street, Madley, Herefordshire HR2 9NH. Brightwells, tel: 01981 250642.

15 VEHICLE AUCTION. Roxby Garage, Pickering Road, Thornton Le-Dale, Pickering, North Yorks YO18 7LH. Mathewsons, tel: 01751 474455.



In good condition and showing 3,953 hours was this 1981 Massey Ferguson 590 that came with original owner's manual. It sold for £6,500.



A bit of a splash over in the imported International Farmall 706 was got away at £5,600.

AUCTION DETAILS ARE OCCASIONALLY SUBJECT TO CHANGE.

Our best advice for readers is to always check with the auctioneers that the sale dates and venues are, indeed as listed before travelling. If you have a sale and autojumble and it's not listed here do get in touch with the full details.



In superb condition was this 1969 Nuffield 4/65 that soon found a new home when it sold for £6,400.

AUTOJUMBLE & TRADE FAIRS



NOVEMBER

24 LINCOLN AUTOJUMBLE.

Former RAF base, Hemswell DN21 5TJ. Tel: 07816 291544.

25 AUTOJUMBLE.

Three Counties Showground, Malvern, Worcs WR13 6NW. Classic Shows, tel: 01484 667776.

DECEMBER

1 RUFFORTH AUTOJUMBLE.

Rufforth Park, Wetherby Road, Rufforth, York. Tel: 07713164848.

1 MAIDSTONE VINTAGE TOY FAIR.

Lockmeadow Market Hall, Barker Road, Maidstone, Kent ME16 8LW. Tel: 01732 840787.

2 SEDGMOOR VINTAGE

SORT-OUT. 37 Sports & Social Club, Woolavington Road, Puriton, Bridgwater, Somerset TA7 8AD. Tel: 07785765826.

9 NORMOUS NEWARK AUTOJUMBLE.

Newark Showground, Newark-on-Trent, Notts NG24 2NY. Tel: 01507 529593.

15 LINCOLN

AUTOJUMBLE.

Former RAF base, Hemswell DN21 5TJ. Tel: 07816 291544.

15 SCORTON

AUTOJUMBLE.

North Yorkshire Events Centre, Catterick DL10 6EJ. Tel: 07909904705.

27 NVTEC AUTOJUMBLE.

Bristol Sales Centre, Compton, Bristol BS35 5RA.

27 LLANDUDNO TOY

& TRAIN FAIR. Venue Cymru, The Promenade, Llandudno, North Wales LL30 1BB. Tel: 01492 545053.



In good solid looking condition was this Matbro Teleram 3 telehandler that had been fitted with a new radiator and had the same owner for the last eight years. It sold for £4,800.

JANUARY 2019

12 COLLECTIVE SALE OF IMPLEMENTS, PLANT, MACHINERY ETC.

Humberston, Bailechau Road, Dingwell, Ross-shire IV15 9TP. Dingwall & Highland Marts Ltd, tel: 01349 865062.

14 CAMBRIDGE MACHINERY

SALE. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

26 SALE OF VINTAGE & CLASSIC

TRACTORS, ENGINES, MACHINERY & OTHER COLLECTABLES. Bath & West Showground, Shepton Mallet BA4 6QN. H J Pugh & Co, tel: 01531 631122.

23 SALE OF VINTAGE TRACTORS, ENGINES, MACHINERY, MODELS, SEATS, OTHER COLLECTABLES & LITERATURE.

Three Counties Showground, Malvern, Worcestershire. H J Pugh & Co, tel: 01531 631122.

MARCH

11 CAMBRIDGE MACHINERY

SALE. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

30 COLLECTIVE SALE OF

IMPLEMENTS, PLANT, MACHINERY ETC. Humberston, Bailechau Road, Dingwell, Ross-shire IV15 9TP. Dingwall & Highland Marts Ltd, tel: 01349 865062.

FEBRUARY

9 COLLECTIVE SALE OF IMPLEMENTS, PLANT, MACHINERY ETC.

Humberston, Bailechau Road, Dingwell, Ross-shire IV15 9TP. Dingwall & Highland Marts Ltd, tel: 01349 865062.

11 CAMBRIDGE MACHINERY

SALE. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

APRIL

8 CAMBRIDGE MACHINERY

SALE. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

JUNE

8 COLLECTIVE SALE OF IMPLEMENTS, PLANT, MACHINERY ETC.

Humberston, Bailechau Road, Dingwell, Ross-shire IV15 9TP. Dingwall & Highland Marts Ltd, tel: 01349 865062.



CAFE OF THE MONTH



At the Thimbleby & Shorland sale, Lynwood Farm, Holbury, Southampton - Hel's Kitchen, tel: 07867 984467 was doing big business and was having difficulty in keeping up with it all when we called in. What was the reason? Well their food was good and their prices very fair with tea and coffee £1, veggi burger £3 and the same for a chicken burger and a bacon roll £3.

The prices for the food at the National Ploughing Championships just down the road were very expensive by comparison, with a very well cooked burger costing over £5, a small tea £2 and an eccles cake over £3.50 I believe.

Needless to say I did not partake in any of this and lived on water, which I purchased as part of a £5 Meal Deal from M & S the night before. ■

TRACTOR MART

FREE ADS & PHOTOS FOR PRIVATE ADVERTISERS!

EMAIL: tractors@kelseyclassifieds.co.uk ■ TRADERS - Call: 01732 445325 ■ Email: russell@talkmediasales.co.uk

HOWEVER YOU SUBMIT YOUR ADVERTISEMENT, PLEASE PROVIDE ALL OF THE INFORMATION REQUESTED BELOW.

BY POST: **Tractor Mart FREE ADS, Kelsey Media, PO Box 13, Cudham, Westerham TN16 3WT**

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BY PHONE: **0906 802 0279 (10am-4pm)**

Calls cost 65p per minute, plus your telephone companies access charge.

For complaints or any queries about the premium rate number, please call 01959 543723, available 9-5pm, Mon-Fri.

BY FAX: **01959 541400**

BY E-MAIL: **tractors@kelseyclassifieds.co.uk**

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For free advert enquiries telephone 0906 802 0279. Post coupons to **Tractor Mart Free Ads, Kelsey Media, PO Box 13, Cudham, Westerham TN16 3WT**

1. ADVERTISER DETAILS

Name: Email:

Address:

Post code: Telephone:

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. As a free service, Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call: 01732 445325
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge.

This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.

- All adverts and images will be kept on file for a maximum of six months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.

- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

2. ADVERT DETAILS

FILL IN EACH BOX AS INSTRUCTED (IN THE GREY TYPE), ONE WORD PER DESCRIPTION BOX.

Manufacturer	Model/Item	Year	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Description
Description	Description	Description	Price
Telephone	Mobile	Email	County

3. PAYMENT INFORMATION

I enclose my cheque of £: (cheques are to be made payable to Kelsey Media)

(or) I wish to pay by credit card (please tick): ☐ Mastercard ☐ Visa ☐ American ☐ Express ☐ Maestro ☐ Switch ☐ Delta

Card number: Expiry date: Valid from date:

Security 3-digit code: Maestro/Switch issue number: Signed:

SPOTLIGHT TRACTORS

Guarantee a place in our Spotlight section which will run for a minimum of two consecutive issues! Please check box below and fill in payment info:

☐ **£30:** 2 x photos + 65 words

FORDSON F (Cork built) Industrial



1919, £1,350 ono

CLM 2-stroke 2-cylinder diesel 24hp, 3 forward gears, 1 reverse

01460 53303
Somerset



£30:
2 x photos
+
65
words

4. CATEGORY

Please place my advertisement under the following section:

☐ PRIVATE or ☐ TRADE

☐ WANTED or ☐ FOR SALE

Tick one box for your heading:

☐ Tractors

☐ Tractors for breaking

☐ Cabs, panels and roll bars

☐ Electrical parts

☐ Engine parts

☐ Other tractor parts

☐ Tyres, wheels, etc

☐ Agricultural equipment

☐ Horticultural tractors and equipment

☐ Plant and construction equipment

☐ Trucks and 4x4s

☐ Trailers and caravans

☐ Stationary engines

☐ Harvesting equipment

☐ Horse-drawn equipment

☐ Implements

☐ Lawnmowers

☐ Ploughs

☐ Steam

☐ Tools and machinery

☐ Winches

☐ Woodworking

☐ Crafts and models

☐ Literature and info

☐ Memorabilia

☐ Products and services

TRADE ADVERTISERS: Please telephone 01732 445325 ■ Email: russell@talkmediasales.co.uk

ALLIS-CHALMERS

B



£1,500. 4-cylinder petrol, 3 speed vintage tractor. Please call 01618 727000, Merseyside.

ED40

POA. Early model, not depthomatic, with hand clutch for spares. Please call 07733 414013, Cornwall.

HD10



1942, POA. Complete with Baker bulldozer blade. Fully restored having featured in T&M some time ago. One of many machines used in the 1940's groundnut scheme in Africa. Please call 07885 705493, Kent.

M SERIES CRAWLER

1941, £2,000. With serial no 12904, starts well, recently refurbished cooling system, good compression, slight weep from hairline crack on block, tracks in reasonable condition. Please call 07480 475142, Bridgnorth.

WC



1936, £2,750 ONO. Three wheeled row crop tractor. First restored in 2001. Recent restoration and service in 2017. New starter motor fitted. New Filters and water pipes. New radiator. Engine starts and runs well. Only used for shows and rallies. Has a few small problems but nothing major. No V5 document. Please call 07901 750821, Wiltshire.

BMC

BMC

£3,500. This is a very clean well presented little tractor that has taken part in many road runs in the Henley and Maidenhead area. It is in good running order. Please call 01491 577424, Henley on Thames.

BIG BULL

BIG BULL



1912, POA. Fully operational and original. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

CASE

500 DIESEL



POA. Starts, runs and drives. Please call 07855 399487, Somerset.

2090



POA. Motor troubles, 8702 hours. Has 3 point and 540 PTO. Please call +1 218-493-4696, Canada (T).

500



POA. Engine is loose, has hydraulics, PTO, power steering and is a very straight tractor. Please call +1 218-493-4696, Canada. (T)

500



POA. Tractor runs and drives, has PTO, 2 hydraulics and 18.4 x 30s rear tyres. Please call +1 218-493-4696, Canada (T).

900



POA. Runs and drives. Has power steering and 2 hydraulics and PTO. Please call +1 218-493-4696, Canada (T).

L



POA. Engine turns over and should run. On rear cut offs. Please call +1 218-493-4696, Canada (T).

L



POA. Motor is loose and has rear wheel extensions. Please call +1 218-493-4696, Canada (T).

W9 BAYLOADER



POA. Please call +1 218-493-4696, Canada (T).

5130 PLUS 4WD



1995, POA. Recording 2,356 hours. Although it may have done a few more hours, it doesn't seem to have done high hours. Been repainted in recent years. Serial Number: JJF1037467. Please call 01763 780440 (T).

LA



£10,000. C/W Mercer crane, for sale on behalf of customer. Please call 01763 780440 (T).

VA



£2,400. Very nice running order with electric start and new rear tyres. Please call 07831 347400/07866 232723 (T).

COCKSHUTT

1800



POA. Motor turns over, diesel, needs clutch work. Please call +1 218-493-4696, Canada (T).

COUNTY

1164



POA. Low hours and extra new spare parts. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

DAVID BROWN

25C



£3,950. Petrol/TVO, restored, good hydraulics, no crack in the block. Good tyres all round. Please email stephen@fourposterbed.co.uk

950



1962, £3,500. Implamatic new liners and piston rings. New fenders and cross box. Good tin work and tyres. Resprayed, V5C and original buff log book. Please call 01780 721891, Lincs.

990



POA. Good runner. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

1200



POA. Breaking for parts. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

1210



POA. Good runner. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

CROPMASTER

1951, £4,200. With David Brown link box, starts on the button, fully restored. Please call 01271 830915, Devon.

FARMALL

EX CANADA



£4,000 ONO. IH early 50's ex Canada. Excellent condition. Please call 07790 730704, Suffolk.

FENDT

F24



POA. Fully restored. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

FERGUSON

FE-35



1957, £4,250. Overall good condition, starts and drives well. New tyres all round, does not need easy start. Everything works as should. Ready for work or play. Please call 01487 822207, Cambs.

TE-A



1949, £3,000. Restored two years ago. New tyres and all round in very condition. Nice example of this tractor. Please call 07951 386757, Kent.

TE-A



1951, £2,250 ONO. Good running order, many new parts fitted. Please call 07831 805529, South Wales.

TE-A



1951, £3,250. This tractor has been partially restored. Replaced tyres, good running order. Comes with a two furrow Ferguson plough Good running order. Please call 01933 396346.

TE-D



1951, POA. Petrol/paraffin. Original V5, starts good, Pto, good condition, hydraulics froze at mo and new parts, ready for work. Please call 07801 056580, Leicester.

TE-F



£2,750. Very original in good working order. Complete with roll bar. Has original V5 document. Reluctant sale - Registration: ORM 415 Please email wheelbarrows2017@gmail.com.

FORD

9N



POA. Electric start, petrol and running. Please call 07855 399487, Somerset.

1000



£6,500. Front wheel weights, rear tip scoop, 1600 hours. Please call 078893 74775, Shropshire.

3930

1994, POA. 2 wheel drive, L reg, very low hours. Please call 07734 238228, Oxfordshire.

3930 4WD



1995, POA. Floor change gearbox. Please call 01254 877011 (T).

4000



1973, £4,150. Very good running order. 90% tyres all round, resprayed and many new parts fitted. Good starter power and steering. Selling due to lack of space. Please call 07969 226559, Isle of Wight.

Piet Verschelde.com

Antique Tractors

PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



Hornsby model L engine - barnfind



David Brown 50D - one of the best on the market



Pampa 55 hp - engine overhauled - high speed gear



David Brown 1200 FWD - very good runner



Merlin portable - good boiler - 1935



Aveling & Porter with Blackstone spring injection Diesel engine - 1930



Lamborghini 2R - 1958 - 3-cylinder - air cooled - good runner



International 1466 Turbo - very good runner



Lamborghini 4R - extremely rare - largest of all models

**WE SHIP
WORLDWIDE**

For more tractors www.pietverschelde.com or info@pietverschelde.com
Phone: (32) 475 96 73 80 Fax: (32) 56 61 62 65

4000 PRE-FORCE



1966, POA. Fully restored to high standard. C/W mill loader with fork. New tyres, ready for showing. V5 log book. Please call 07971 237587, S. Derbyshire.

4000



1968, £2,250. Complete, starts and runs well, all works, no oil / coolant contamination. No smoke. Please call 07710 636074, Bucks.

4600 2WD

£3,950. Runs and drives ok. Power steering, Quicke power loader with 3rd service and Lambourne lift off cab. Please call 01254 877011 (T).

5000



£6,250 ONO. Pre force new tires and battery with power steering and twin tipping pipes may px in. Please call 07889 374775, Shropshire.

7840 SLE 4WD



POA. Please call 01254 877011 (T).

7910 4WD



POA. Please call 01254 877011 (T).

8340 SLE 4WD



1995, POA. Please call 01254 877011 (T).

FORDSON

DEXTA

1962, £1,200. Band 2 condition with transport box and wheel weights. Please call 07935 222687, Cheshire.

DEXTA

1962, £1,850. Live drive, good runner but needs a new battery. Comes with full history. Two owners and V5 present. Fitted rollbar and loader hydraulics. Please call 01570 493284, Wales.

E27N

1947, £900. Two new tyres on the front. Magneto renewed with new magneto cap. Good starter. Please call 01375 404271, Essex.

E27N



POA. P6, diesel, original factory fitted and runs well. Please call 07855 399487, Somerset.

E1A DKN



1952, POA. Petrol paraffin, supplied new by Fitts of Tew, no hydraulics or handbrake, just refurbished with new rings bearings, clutch and much more. Original bonnet wings and cowl tank. New tyres, comes with original log book and v5. Please call 01789 720629, Warwickshire.

MAJOR



£2,100. Believed to be around 1957. Starts and drives. Has ok tinwork, but could do with a restoration. Tyres are usable but show cracks, pretty good overall condition for it's age but now replaced by a newer MF. Please call 07947 362034, Kent.

MAJOR



1957, £3,999 ONO. Webb 520 backloader (15ft). Attachments include grab, scoop and buckets. New injector pump and injectors, mud guards, fixing bolts and clocks. Good working order. Full service. Please call 07729 090269, West Yorkshire.

MAJOR E27N

1947, £1,200 ONO. Petrol/TVO, new front tyres and wings. Part restored and runs. Good hydraulics and good starter motor. Please call 01823 481950, Somerset.

MODEL N



1935, POA. Water Washer Tractor. Older restoration, 2 previous owners, completely rebuilt and reconditioned mag. Please call 07792 393510, Lancs.

NEW PERFORMANCE SUPER DEXTA

1963, £2,750 ONO. Very original and complete with pick up hitch. Please call 07971 898395, Oxford.

STANDARD N



£3,200. Complete with rotovator, this was sold new by Coulter of Evesham it had one owner. User all its working life until going into preservation, where it was completely stripped and rebuilt. Please call 01789 720629, Warwickshire.

FOWLER

GYROTILLER

POA. Completely restored in 2007, has since been used in conjunction with steam engine. We consider this to be one of the best Gyrotiller vans on the rally field. Viewing welcome. Please call 07860 387178.

GUALDI

30



POA. The Italian Field Marshall. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

HURLIMANN

D100S



POA. Swiss quality tractor. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

INTERNATIONAL

434/276

1971, POA. Foot plates, nose cone, radiator cowl, 1nd injector pipe 2nd from front. Please call 07734 682984, Leighton.

784



1979, POA. 4wd, 4,400 hours, original clean tyres, complete full refurbishment and it needs to be seen. Please call 07712 771510, North Lincs

B250



1958, £3,600 ONO. With B12 International plough. The tractor has been restored and is in good working order. It has had an engine rebuild. Please call 01332 751450, Derbyshire.

B275



£4,300. With V5C. New restoration. Good tractor with all systems working well. Please call 01485 512521, Norfolk.

B275



1960, £3,000 ONO. Restored and engine reconditioned 2000/2001. Has been well maintained since and prior to purchase was used mainly for ploughing matches. Purchased in 2016 and been used for light work mainly harrowing. Recently serviced. Please call 07747 033728, Wiltshire.

TD8



£3,500 ONO. Good all round condition, good starter and good tracks and sprockets. Please call 07887 555918, Cheshire.

TD9



£6,500. Very nice tractor with blade and winch, good condition. Please call 01243 553666, West Sussex.

JCB

JCB



£475. Complete and all worked till engine seized - cap rough, it's been parked up for the last 3/4 years. Please call 01406 426361.

MAJOR LOADER



£9,500. Built by the late Joe Bamford, 1860 hours on meter, on the button and serviced. Please call 07860 322268.

JOHN DEERE

730



POA. Diesel hicrop. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

4020 ROWCROP



1969, POA. Good runner. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

7530



2012, 4600 hours from new. 50 KPH auto-quad transmission, air brakes, front axle suspension with front brakes, cab suspension, air seat, twin becons, CB, CD player, blue tooth parrot kit and reversing camera kit. Trelleborg 650/65X42 + 540/65X30 tyres 70%. Good Zuidberg 5 ton front linkage and heavy duty PTO, 3 manual spools, 1 X hyd push out hitch spool. Power beyond, HMS, climate control, deluxe heated seat, passenger seat, very traction tractor in good working order. Please call 01254 877011 (T).

A

1940, £4,000 ONO. In immaculate original condition never restored. Tyres as good as new. Has been dry stored for a number of years. Everything works as it should. Photo as required. Please call 07979 776120, N.Ireland.

AR



£2,500. Electric start and will run. Please call 07855 399487, Somerset.

AR



£4,000. Petrol runs nice electric start needs a bit of love and front tyres cracked. Please call 07889 374775, Shropshire.

BR



POA. Electric start and running. Please call 07855 399487, Somerset.

LEYLAND 245

£7,800.

In immaculate condition many new parts, tyres. All round new exhaust, new heater plug and thermostat plug. New respray.

Please call
01483 473154 or
07970 918811, Surrey.



D



POA. Electric start and running. Please call 07855 399487, Somerset.

R



£6,000. Diesel and electric start. Very tidy, running and original. Please call 07855 399487, Somerset.

LANDINI

L45



POA. Very good runner. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

LATIL

6 CYLINDER



1955, POA. Rare timber tractor with Gardner engine. Please call 04759 67380 (T).

LE PERCHERON

TYPE A



POA. Rare, No. 90 of only 200 of this model built, approx 1940. Meticulously restored with attention to detail. Please call 07934410581, Kent.

LEYLAND

245



1974, £2,200 ONO. In immaculate condition, many new parts, good tyres all round, new exhaust, new heater plug and thermostat plug. New respray. Please call 07761 375484, Wales.

344

1971, £3,200 ONO. Very tidy tractor, V5 power steering, new seat. All lights work, tin work good, wipers work. Please call 07810 712206, Hereford.

MASSEY-FERGUSON

35



£3,750. In good working order. Please call 07964 825592, Leicestershire.

35



1960, POA. Overall good condition, starts and drives well. New tyres all around in April 2017. Delivery can be arranged. Please call 07958 490022, Chester.

SALES HIGHLIGHT TRACTORS FOR SALE



Make: JOHN DEERE 4020

Year: 1964

Engine: 6.6 litre 94hp

Transmission: Eight-forward

Weight: 4,335kg

Price: On Application

Tel: 07391665316 - 01379650504

The most iconic of all John Deere's is the 4020 model, which came along in 1963 and was to be a great success in the New Generation line made at the Waterloo factory. It's a type, voted in Tractor & Machinery as 'Tractor of the Century'. This particular tractor was imported into the UK, with a few others, new. It wasn't cheap to buy, but was well ahead compared to other tractors in its sector and gave years of reliable service to its faithful owner. In fact, this example was supplied by 1960s East Anglia JD dealer

Bracey's. The owner kept it well in his shed for many years and it has had very few owners over the last 53 years.

Owner Robin Simonds has decided he needs to down size his John Deere collection and it's to go. Finding original examples in this condition is very difficult. It comes with full V5c paperwork and is ready to be added to your collection. It runs and goes a treat and the steering is also excellent. Get in there while you can, this could be the one you have been missing and in original style condition at that. ■

**IF YOU HAVE A
TRACTOR FOR SALE AND
YOU WANT IT FEATURED
IN SALES HIGHLIGHTS DO
GET IN TOUCH,
TEL: 01323 833125**

**SELL IT WITH TRACTOR
MART**

65 MKII

1961, £3,500. Registered on V5 reg number 291 TPK. New wings and pick up hitch. Tin work good, resprayed three years ago and not worked since. Good tyres. Please call 07712 362085, Nottinghamshire.

130

£120 ONO. Parts tractor. Please call 07831 219668.

148



£12,000. Fully restored to very high standard. Engine, gearbox, and multi power fully restored. This tractor is second to none and is an eye catcher at every show. Please call 00353 8640 00775, Ireland.

148



1973, POA. Starts, runs and drives fine. Used for topping meadows regularly. Please call 07973 323929, Norwich.

339 WITH LOADER



£11,500. 4271 hours. Please call 07767 392509, North Wiltshire.

1200



1974, POA. Articulated tractor. 3,791 genuine hours. All original parts with Goodyear tyres. Running perfectly. Please call 00353 868328318, Ireland.

1250



1982, £23,000. Professionally fitted with Perkins 8.540 V8 engine. Original (good) engine (6.354) is included as well as side panels and original exhaust. Please call 07790 526974.

MASSEY-HARRIS

55



£3,900. Fitted with 4 cylinder petrol engine, A nice example of a large tractor. Please call 01763 780440 (T).

203



£4,000 ONO. Perkins engine. In good condition and good running order. Very powerful and great for road runs or rallies. Comes with V5. Please call 07903 437798, Bucks.

MCCORMICK

523



£2,200 Ono. Tractor with front loader. Off farm condition with no V5 good engine. Gearbox and hydraulics fitted. New battery. Please call 07866 090035, Cheshire.

CX 110



2010, £26,500 +VAT. One owner from new, just arrived, very clean condition and power shuttle. Please call 015396 20636, Cumbria. (T)

CX105



2003, £15,700 +VAT. Quikie loader, std shuttle, a tidy genuine tractor from local farm. Please call 015396 20636, Cumbria. (T)

CX105



2005, £18,000 +VAT. Xra shift power shuttle gear box, fitted with Riko power loader and clean tidy condition. Please call 015396 20636, Cumbria. (T)

SUPER FCC



£2,500. Barn stored not started for 6 months. Wheel weights all round, petrol and 3 point linkage. Please email info@broadlandnurseries.co.uk.

MINNEAPOLIS MOLINE

UTS



1942, £3,450 ONO. Genuine lease lend, very good older restoration. Rebuilt magneto, carb, new hoses, sparkplugs, leads, oils, etc. Good runner with good oil pressure. Please call 07916 339200, Shropshire.

NEW HOLLAND

115



£12,800. With Trima loader. Please call 01759 388000. (T)

NUFFIELD

10-60



1965, £1,850. Sound tractor still in regular use, with original logbook. Please call 01282 421420 or 07789 625747, Lancs.

470 SUPER



POA. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

DM4 TRACTOR

POA. Reg no MUJ 735, working order and diesel. Please call 07974 143336, Herefordshire.

M4 TRACTOR

POA. Reg no JAW 423 working order, petrol and TVO. Please call 07974 143336, Herefordshire.

TRACTORMART TRADE ADVERTISERS PLEASE CALL: 01732 445325 now

OLIVER

60



£2,500. Electric start and running. Please call 07855 399487, Somerset.

OTO

SINGLE



POA. Good runner. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

PAMPA

T01 2253



1956, POA. Engine overhauled, high speed gear. Please call 04759 67380 (T).

PORSCHE

JUNIOR



£4,250. Perfect working order and original condition. Please call 01326 221730, Cornwall.

SIFT

TD4



1955, £1,750 ONO. Very rare tractor. Four cylinder engine, Bosch fuel system. 24v electrics. Front suspension, belt pulley, PTO. Reconditioned radiator, new tyres all round. Great show piece. Please call 07980 473276, Cheshire.

TRANTOR

TRANTOR



1983, POA. Running order and barn stored. Please call 07771 882972

VOLVO

T650



1975, POA. 914 original hours only with winch and 30 km/h. Please call 04759 67380 (T).

YTO

200



£5,000. 18-20HP diesel tractor, new complete kit arms, plough, trailer, saw-bench and roll. Please call 07396 149456, Hertfordshire.

Oakfields

See more at www.oakfields-ag.com

Call us on **01763 780440**



1964 FORDSON SUPER MAJOR
A very nice restoration with new tyres
EPOA



MINNEAPOLIS MOLINE G1000 2WD TRACTOR
C/w 6 cylinder Diesel and power steering
£4,900 No VAT



1972 FORD FORCE 2000 2WD TRACTOR
Recording 2,666 Hours on 50% tyres
£3,750 + VAT



COUNTY 654 4WD TRACTOR
C/w hyd lift angle dozer, recording 3,051 hours
£14,500 + VAT



1972 JCB 4D II 2WD DIGGER LOADER
C/w Pallet forks and ditching bucket, 6,476hrs
£4,750 + VAT



1999 JOHN DEERE 6910 TLS 4WD TRACTOR
Front linkage, PTO, fenders and weights, LHR
£29,750 + VAT



1989 JOHN DEERE 4255 4WD POWERSHIFT
Done 9,898 hrs, front wts, front fenders and A/C
£17,500 + VAT



CATERPILLAR D7D TURBO STEEL TRACKED CRAWLER
C/w rear hydraulics for mole draining
EPOA

Follow us on Facebook to see product videos and updates!

ZETOR

55



POA. In very good condition. Please call 01984 623486.

CRYSTAL 160



2016, £56,000 +VAT. Zetor ex demo tractor, full set front weights, Deutz 6-cylinder DCR engine, full suspension, air and hydraulic brakes, quality can be this simple. Please call 015396 20636, Cumbria. (T)

HD150



£51,000 +VAT. Ex demo Forterra HD150, front links and PTO. Fully loaded, only 50 hours and as new. Please call 015396 20636, Cumbria. (T)

PROXIMA 8441



2009, £26,500 +VAT. Std shuttle gearbox and power loader. Please call 015396 20636, Cumbria. (T)

PROXIMA GP80



£32,500 +VAT. New GP80, 40K with HiLo splitter, same as the old Plus 110 model with derated engine, no add blue needed. Excellent loader tractor. Limited number available. Please call 015396 20636, Cumbria. (T)

TRACTORS WANTED

ALLIS-CHALMERS WF OR WC

Wanted. Parts on half tractor. Please call 01935 873169.

DAVID BROWN 880 IMPELMATIC NARROW

Wanted. Please call 01342 832691, Surrey.

MASSEY-FERGUSON 148

Wanted. Must have Herefordshire registration with V5, must be tidy condition. Please call 07974 345088, Herefordshire.

TRUCKS AND 4X4'S FOR SALE

FORD TRANSIT 190

2000, £90. 6 wheels and tyres, 185-15 twin wheel, good treads. Please call 07855 706178, Lincolnshire.

DAF 35/150 LORRY



POA. 7.5 ton beaver tail. MoT until May 2019, new winch. Used for vintage tractors. 19 foot beavertail body. Sorry no rams. Please email peterdunnington12345@gmail.com.

HIAB 445A



£1,050. Piped for a grab and rotor. Single extender. A good capable Crane for the money. Please call 07971 530398, Hampshire.

IVECO 75E15



£1,750. 7.5 tonne curtainsider truck for sale. All tyres 65%. Recent service including oil and all filters changed. Recent new front bumper. Recent new compressor fitted. 2 new batteries fitted. MoT'd until November 2019. 22' curtainsider body. Complete with suspension tow bar, also 2 x 12' aluminium ramps, 7 tonne electric winch and spare wheel and Jack. Only used for hauling tractors to shows and rallies. Very economical, has 6 cylinder engine with turbo. Please call 07901 750821, Wiltshire

LANDMASTER 4 X 4



POA. Dodge Chrysler running gear. Perkins engine and very rare vehicle, both are runners and good all round. Please call 01767 07836, Bedford.

LEYLAND DAF

£2,500 ONO. Chassis cab, ideal beaver tail or cattle or horse box lorry. Very good condition. Please call 07866 980707, Notts.

LEYLAND FREIGHTER

222,000 KI, £2,000 ONO. 14-16 160 turbo power winch, 22ft beavertail transporter. Please call 01428 683294, Surrey.

MERCEDES SPRINTER

100,000 miles, £6,500. White van LWB 10 plate. 4.2 load length ply lived nice condition with two owners. Please call 01502 561657, Great Yarmouth.

TRUCKS AND 4X4'S WANTED

MILITARY JEEP



Wanted. Willy's, Ford or French built. Any condition considered, good prices paid. Please call 015485 21278, Devon.

PRIESTMAN BEAVER

Wanted. Fully restored and in good working order. Please call +447850 708549 or email pfburke@eircom.net.

ELECTRICAL EQUIPMENT FOR SALE

E27N-P6 BATTERY BOXES



POA. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

MAGNETOS



£50-£75. 6 single, £50 each. One 4 cylinder, £75. Please call 01526 345720, Lincolnshire.

DYNAMO MOUNTING KIT



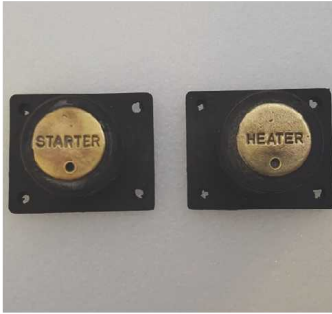
£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

REGULATOR COVER



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

ELECTRICAL EQUIPMENT WANTED

DISTRIBUTOR

Wanted. For a 1952 petrol TVO Fordson Major. Please call 07717 332855, Lancs.

ENGINES, GENERATORS, COMPRESSORS AND WELDERS FOR SALE

22HP LISTER ENGINE



POA. Lighting set. Engine no:685HA211. Please call 07592 849186, South Manchester.

FORD 6610 / 7610 SHORT MOTORS



£1,750. New short models to fit Ford 56/66/7610, includes block, crank, pistons, conrods, camshaft and followers. Please call 01254 877011 (T).

FORD 7810 ENGINE



£4,250. Fully re-conditioned. New pistons, liners, valves, oil pump, water pump, shells, re-con injectors and pump tested. We will need your old engine returning. C/W 12 month warranty. Please call 01254 877011 (T).

GARDNER TWIN

POA. Gardner Twin cyl 5VT hot bulb two stroke very rare engine. This is a marine engine and would have been one of a pair. Please call 01205 480693, Lincs.

HONDA E1500 GENERATOR



£80. 250 volt and 115 volt outlets plus battery charging unit, quite heavy. Please call 01491 680712, Reading.

PTO GENERATORS

£1,550 +VAT. Range from 13kva to 105kva in single phase, split phase or 3 phase. Can be supplied for fixed or portable use. Please call 01981 251922.

PTO WELDER

£675+VAT. 200amp with 7kva 230v and 3.5kva 110v auxiliary. Complete on frame £975 or build your own frame. Please call 01981 251922.

ENGINE PARTS FOR SALE

DAVID BROWN 50D INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

DAVID BROWN 990 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON E27N



POA. High top 7.7 gearboxes tractors being broken. Please call 07855 399487, Somerset.

SALES HIGHLIGHT

TRACTORS FOR SALE

RANGE ROVER

VOGUE 2.5TDI



All off road four-wheel vehicles are very much part of Tractor Mart and particularly Land Rover products, that applies to Sales Highlights as well.

We were asked to flag up this 1993 Range Rover Vogue 2.5 TDI. This superb, inside and out, condition vehicle always turns heads when on the road and has been used for weddings and funerals over the years. It's fitted with a 300 retro engine that is fully serviced and fitted with new Morris' oil. The vehicle carries a total mileage of 118,000 and carries its original service book, manual, V5c and 12 months MOT and tax and is in current use. What more would you want to ask?

Well, here is more, the bodywork has been waxed

oiled from new and that means underneath as well. It carries the very best Michelin radial tyres with superb alloy rims that are perfect, with no blisters in the paint work and varnish at all. A HBE handling kit is fitted, along with a tow bar and working electrics. The vehicle also carries the five-speed transmission, power steering, and side steps. The interior features grey cloth seats and carpets and the exterior is black, as seen in the pictures.

It has always been garaged, has only had two owners from new and is part of the United Kingdom British Tractor Concours collection. This vehicle is in beautiful condition and is one of the best you will find in the world. Tel, 01264710292 - 07785557366. ■



FORD 300 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD 5000 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORD SUPER MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON DEXTA INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FORDSON MAJOR INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

INTERNATIONAL B250 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

INTERNATIONAL B275 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

LAND ROVER INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

LEYLAND 4.98 FUEL PUMP



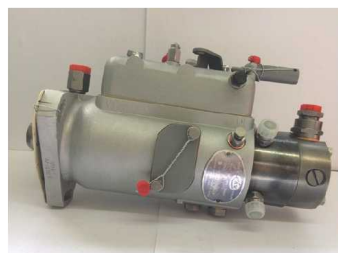
£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY 4255 3075 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

PERKINS P3 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

PTO FLAT BED PULLEY GEARBOX

£75 each. In working order. Please call 07857 843079, Herts.

TE-F 20 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

TE-F 20 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

QUANTITY OF CARBURETTORS



£40. For stationary engines. Please call 01526 345720, Lincolnshire.

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805

WATER PUMPS FIT FORD/NH 40+TS



£150-£200. Depending on model and if fitted with A/C. Please call 01254 877011 (T).

CABS, PANELS AND ROLL BARS FOR SALE

FORD 10 AND 30 SERIES BONNETS



POA. Selection of used Ford 10 series and 30 series tractor bonnets available for varying conditions. Please call 01254 877011 (T).

FORD 56/66/7610 LP CAB



£1,750. Low profile cab, very tidy condition and no rot. Please call 01254 877011 (T).

FORD AP CAB ROOFS + MUDGUARDS



£135-£275. Roof £275 and mudguards £135 era. Please call 01254 877011 (T).

FRONT FENDERS 56/66/76/7810



£400. Used set of genuine Ford front fenders, came off a 7810. One side does have a tear in it. Please call 01254 877011 (T).

FRONT FENDERS FORD 40 SERIES



£300. Fits all Ford 40 series with blue carrero 5 stud axle. Please call 01254 877011 (T).

MASSEY FERGUSON ALUMINIUM GRAB HANDLES



£150. For early 100 series. Taken off a MF 135 before restoration. Good condition. Please call 01767 650121, Beds.

MF 100 SERIES CAB PARTS

£POA. For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk. Please call 01460 220731/ 07722 117805 or email axeengatvs@gmail.com, Devon.

TRANTOR MK2 NEAR SIDE DOOR

£225. New Old stock from Trantor factory. Never painted never fitted. Surface rust due to being stored unpainted. Not corroded. Please call 07973 380074, Lancs.

CABS, PANELS AND ROLL BARS WANTED

A PAIR OF DOORS (REAR HINGE)

Wanted. For Massey Ferguson 250 Sankey cab. Please call 01263 711096.

LAMBOURN OR SIMILAR

Wanted. For Fordson E27N, no doors and rear entry. Please call 01452 61663, Glos.

OTHER TRACTOR PARTS FOR SALE

CLUTCH PLATES



POA. Please call 01254 877011 (T).

SALES HIGHLIGHT



Make: Massey Harris

Model: 744 PD No. 231

Year: 1948

Engine: Perkins P6 48hp 4.7 Litre

Transmission: 5-F 1-R

Weight: 2,340kgs

Price: On application

Tel: 01379 650504 - 07585414118

We came across another tractor that Robin Simonds has decided to sell recently, when visiting the very popular Henham Rally, particularly to dog lovers. Robin has been on many a P & J Tours to overseas places for over 20 years now and is looking forward to the 2019 USA tour in August.

He has put this tractor on the market, as he thins down his collection. This is a lovely original style example of an early Massey Harris 744 PD and is one of the earliest examples made at Kilmarnock, Ayrshire. At some

stage in the tractors life its original P6 was replaced with another Perkins P6 TA unit that is in perfect condition.

Robin has spent a good amount on a set of quality Goodyear tyres all-around that look superb, remembering this has four excellent wheel rims, a great asset on these 744 models. One has to remember this has the better earlier transmission (shorter) than on the later models and this is the one to go for.

One can keep this tractor in original style condition and it's certainly a gem to add to your collection. ■

JONES MINOR 120 BALER



Seen at the Great Casterton Working on Sunday September 16 is this excellent and original Petter two-cylinder diesel powered Jones Minor Mk IV 120 591577 baler, made at the Mold works in Flintshire, north Wales.

It was working with an original Nuffield Universal



that was not for sale, but the baler does what it should and looks a stunner. For further details, and to make an offer, tel 07836598208. We noted all the decals are correct and are original and it was great to see it at the UK best working event of the year. ■

COMPLETE VINTAGE PICKUP HITCH ASSEMBLY



£200. For grey Fergy or motorised 35 135. Please call 07889 646216, Norfolk.

COUNTY 1124 AND 1164 PARTS



POA. Important parts including 2 engines. Please call +32 56 61 62 60 or email info@pietverschelde.com, Belgium. (T)

EXHAUST WEATHER-CAPS



POA. Please call 01254 877011 (T).

FORD 30 SERIES AP MUDGUARDS



£225. These mudguards replace the old 3 piece type. These are made in steel and will need painting. Please call 01254 877011 (T).

FORD 40 SERIES FRONT AXLE



POA. S/H carrero axles to fit Ford 40 series. Please call 01254 877011 (T).

FORD 5000/7000 COMPLETE PICK UP HITCH



£425. Complete pick up hitch kit to fit for 5000, 7000, 56/66/7600 tractors. Comes with all bolts brackets and fittings that you need for your tractor, including two brand new drop rods. Please call 01254 877011 (T).

FORD 7600 PARTS



POA. Tool box bracket, Ford 5/7000 weight frames, Ford 36/3910 weight frames, Ford 3600 tow jaw weights. Please call 07811 907317, Staffs.

FORD 1000 SERIES BUCKET STYLE SEAT



£150. Extremely good quality remake of a Ford classic C/W suspension. Please call 01254 877011 (T).

FORD/NH BACK ENDS



POA. S/H back ends off Ford + NH 10/30/35/40/TS/TSA/TM series breaking for spares. Please call 01254 877011 (T).

FORDSON E27N PARTS

VARIOUS. Air cleaner pipes, inc model 'N' £23 each. Headlamp brackets £60 a pair. Radiator grills, wide and narrow bars and possible mudguards may be available soon. Please call 07808 855076, West Midlands. (T)

INTERNATIONAL SEAT COVERS



£90. To fit B series, de luxe seats. Very good quality fitting. Instructions supplied and money refunded if returned unused. Please call 014855 12521, Norfolk.

INTERNATIONAL BTD6 PARTS

£100. Unknown weight frame and block for BTD6 crawler tractor £100. Nine new cultivator points to fit ransom dautless or c79 cultivator. Please call 01636 812524, Nottinghamshire.

INTERNATIONAL HARVESTER SEAT

£250. Restored black/white adjustable seat with new cushions. Suits B275/414/434 and others. Please call 01485 512521, Norfolk.

INTERNATIONAL OBSOLETE PARTS



£POA. For Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractorometers, check chains, levelling boxes, axle pins/bushes. B250, 275/414 handbrake repair kits. Many other mechanical parts. Please call 01524 751220, Lancs.

MASSEY FERGUSON SEAT COVER KITS



£POA. To fit MF 100 series spring suspension seats, these are an excellent replica of the original, and are made from high quality leatherette material. Please call 01939 290371.

RADIATORS FORD + NH



POA. S/H radiators to fit most models. Please call 01254 877011 (T).

VINYL ECONOMY CAB SEAT



£70. Vinyl economy cab tractor cab seat to suit all AP cab tractors. Ideal for scraper tractors and available in blue or black. Please call 01254 877011 (T).

AGRICULTURAL EQUIPMENT FOR SALE

BAMFORDS FY4 MUCK SPREADER



1970, £300. Complete and in working order with instruction leaflet. Please call 07789 625747, Lancashire.

MCCONNELL HEDGE TRIMMER



£75. Works but worn, comes with a spare cutter bar. Please call 07857 843079, Herts.

SMALL SPREADER GWO



£180. Please call 01472 388420.

AGRICULTURAL EQUIPMENT WANTED

BAMFORD ROLLER GRINDING MILL
Wanted. Must be in good working order. Please call 01386 750391, Worcestershire.

HARVESTING EQUIPMENT FOR SALE

DEERING G2 MOWER



POA. Very good working order would convert back to horse drawn horse pole. Please call 07946 344324

FERGUSON REAR MOUNTED MOWER MODEL 198



£225 ONO. N23893, with outer shoe, swathboard, parking stands, manufacturers' plates and instruction book (reprint). Barn stored. Please call 07748 130235, Warwickshire.

FORAGER



£1,250. Side mounted, good working order and runs really quiet. Please call 01538 308868.

FOSTER CHAFF CUTTER



£950 ONO. Good working order always, dry stored when not in use. Please call 07800 851108, S Yorks.

HAY BOB



£350. In very good condition, not done much work. All new springs on tynes. No welding on main frame. Please call 01538 308868.

MASSEY HARRIS 701 BALER JAP ENGINE

POA. Starts and runs well. Please call 07787 938888, Staffs.

TEAGLE GOLDEN BULLET

POA. Hedge cutter, star finger bar mower and Ferguson ridger. Please call 07779 921934, Pembs.

TOPMASTER TOPPER



2015, £300 ONO. Rear mounted rotary mower, 1.1 mt wide. Good condition. Please call 07779 526279, Oxon.

VICON LELY HAYMAC 2F

£365. Hay tedder and rowing up machine, good working order, complete with PTO shaft, will go straight to work. Please call 07710 412167, North Yorkshire.

VICON MUCK SPREADER



£700 ONO. Rear discharge. Restored 2 years ago. New floor and sides, PTO driven, can be towed behind a 4 x 4 Vehicle. In Good condition. Please call 07342 953258, Norfolk.

HARVESTING EQUIPMENT WANTED

AUSTRALIAN HEADER OR STRIPPER
Wanted. Saint loup agricultural museum F S8200 France horse header or PTO header or self propelled header. Please call 33760 01530.

HORTICULTURAL EQUIPMENT FOR SALE

BARFORD



£120. It's a jap engine machine in general good order and runs needs fuel system cleaning. Please call 01995 679384, Lancs.

HOWARD 700

£185. Please call 01728 724858, Suffolk.

HOWARD 700 POWER TAKE OFF

£225. Please call 01728 724858, Suffolk.

ISEKI F1300 COMPACT



£3,400. Restored, 4WD, immaculate condition, new clutch. CW Kubota rotavator. Please call 07971 237587, S. Derbyshire.

MERRY TILLER TITAN

£75-£175. With many attachments, VGC £175. Danarm texas 5HP attachments only, riger potato lifter, iron wheel weights, plough never used. Please call 01865 407920, Oxford.

MITSUBISHI D1300



£1,900. Diesel compact tractor fitted with PTO diff lock, comes with spring tyme cultivator and single furrow turn over plough. Fully serviced and ready for work, great starter. Please call 01227 751751, Kent.

RANSOMES TRACTOR/GRASS CUTTER



POA. Used for maintaining our football pitches for years that we now no longer use. It is housed in a metal container within a LE15 Postcode. As far as we are aware it is still working fully and it was the last time. Please call 07947 867623 or email steveifast@outlook.com

THREE SHEARING MACHINES

£30 ONO. Two Stewart clipper, one Lister number 9, no flecks or hand sets. Please call 01981 240356, Herefordshire.

TRUSTY STEED

£1,200. With implements with Jap engine. Please call 01728 724858, Suffolk.

HORTICULTURAL EQUIPMENT WANTED

HOWARD ROTAVATOR 350



Wanted. Runner, spares or repair. Also wanted, Kohler engine for the above. Please call 01379 741378, Norfolk.

WOLSELEY MERRY TILLER

Wanted. Pick rotors, angle rotors, basic rotors. Please call 01386 750391, Worcs.

IMPLEMENTS FOR SALE

3 POINT LINK TIP TRANSPORT BOX
£200. Please call 01827 880012, Warks.

CHARABANG MUDGUARD

1926, POA. 3ft span, 11 inches wide. Dry stored since before WW2. Please call 07522 660969, Devon.

CHILTON U10 LOADER



POA. New brackets available to fit most tractors. Comes with all fixings, euro or chilton head stock. 3rd service, multi docking and soft ride will cost extra if required. Tractor size approx 100-125 HP. Please call 01254 877011 (T).

FERGUSON POTATO RIDGERS



£50. Please call 01664 565756, Leicestershire.

FERGUSON TRANSPORT BOX



£320. In VGC, makers no: 10712. Please call 07951 386757, Kent.

INTERNATIONAL

1958, POA. Good condition. Rams in good order. Please call 07871 491396, Kettling.

LOADER



£185. Working order, needs some attention on bush bearings, fits Ford 3000, converted with spool valve to make hydraulic tip. Tractor is not included in sale. Please call 01363 772965, Devon.

STRIMECH HIGH CAPACITY GRASS FORK



2013, £2,000. 10 foot wide, long harbox tines, side tines. C/W JCB Q-Fit brackets. Please call 01254 877011 (T).

TEAGLE GOLDEN BULLET

POA. Hedge cutter, star finger bar mower and Ferguson ridger. Please call 07779 921934, Pembro.

PLANT AND CONSTRUCTION EQUIPMENT FOR SALE

ALLIS-CHALMERS HD10



1942, POA. HD10 complete with Baker bulldozer blade. Fully restored, having featured in Tractor & Machinery some time ago. One of many machines used in the 1940's groundnut scheme in Africa. Please call 07885 705493, Kent.

AVELING BARFORD GB1 ROLLER



£1,000 ONO. Circa 1950 S/N 0587, 500hp engine. In use last 30 years at cricket club to this season. Please call 07876 742347, Cheltenham.

BRISTOL DUPLEX



£1,800. Complete with 1 1/2 yard condr scraper box. Dozer works, everything works. Little used and rusty. Please call 07857 843079, Herts.

CONCRETE ROLLER SCREEDER

£15,885+VAT. The fast easy way to lay concrete. Drive with a digger, tractor or power pack. Choice of tube lengths. Sample unit - drive unit, motor, 10m hose set, 5.2m tube. Please call 01981 251922.

FORD 550 DIGGER



£3,250 'M' Reg. Digs and loads well, just upgraded. Good Tyres. Two extra buckets. Please call 01544 340444.

FORDSON COUNTY CRAWLER



£5,000. Been parked up but starts and drives well once a battery has been put on it. Please call 07507 443272, Lincolnshire.

HOOK LOADER



£1,250. For moving plant and machinery. Please call 07379 833835, Norfolk.

HOUGH IHC W9 BAYLOADER



POA. Please call +1 218-493-4696, Canada (T).

INTERNATIONAL TD8



£3,500 ONO. Good all round condition, good starter and good tracks and sprockets. Please call 07887 555918, Cheshire.

INTERNATIONAL TD9



£6,500. Very nice tractor with blade and winch, good condition. Please call 01243 553666, West Sussex.

JCB 418S LOADING SHOVEL



2014, POA. 1750 hours, auto-lube, A/C, air seat, Michelin 620 tyres, PUH, trailer brakes, boom suspension, Q-fit, carriage, warranty till March 2019, 50 KPH transmission, very tidy. Please call 01254 877011 (T).

JCB 541-70 AGRI-SUPER LOADALL



2015, £55,500. 1150 hours, full spec, 500 x 24 Michelin XMCL tyres, reversing camera, A/C, 40KPH, torque lock and belly guards. Immaculate machine Please call 01254 877011 (T).

JCB LOADALL Q-FIT HEADSTOCK



2008, £550. Came off a 531-70 owned from new, hyd locking pins. Well greased and tidy. Please call 01254 877011 (T).

LISTER AUTO TRUCK



£800. Please call 07990 775541.

MOUNTED HYDRAULIC BREAKERS

£POA. Range of refurbished hammers available. Suit machinery 1t to 55t. Also new Sandvik-Rammer Hammers supplied. Please call 01981 251922.

PLATE COMPACTORS FOR HYDRAULIC EXCAVATORS

£POA. Choice of quality machines to suit carriers from 1.5t to 20t. All supplied with head bracket and hose set. Please call 01981 251922.

POST DRIVING WITH A MOUNTED HYDRAULIC BREAKER

£POA. We supply either complete outfits or cups for your existing hammer. Consider the kind to post fast and give you super reach. Please call 01981 251922.

POST HOLE BORERS

£1,335+VAT. Range to suit excavators, skid steer loaders, telehandlers from 1t to 30t+. Sample outfit suit 1.5t to 3t excavator, X2500 drive motor, SP hitch, hoses and TCT auger to 300mm. Please call 01981 251922.

PRIESTMAN CUB DRAG LINE



1964, £2,850. Orange cab Lister HA3, 3 cyl, 26 ft boom, 24" pads on tracks. 3/8 cu bucket. Separate 6ft boom extension, starts on the button. Mech ok and needs some attention. Please call 01502 561657, Suffolk.

TOWED GRADER JOHN ALLEN AND SONS

£3,000. Ready to show or work. Please call 07931 463276, Lincolnshire.

TOWED GRADER JOHN ALLEN AND SONS

POA. Of Oxford, ready to show or work. Please call 07931 463276, Lincolnshire.

WACKER PLATE



£220. As new and less than 2 hours work. 3 HP engine and one ton compaction, brought for one job only. Please call 07976 383698, Beds.

WALKING DIGGER



£650. Working order with a Honda engine. 3 buckets and 1 breaker, 1 auger and 1 T trailer. Please call 07857 843079, Herts.

PLANT AND CONSTRUCTION EQUIPMENT WANTED

ALLEN GROVE 15/64 MOBILE CRANE

Wanted. Please call 07484 287209, Great Yarmouth.

CATERPILLAR 910 LOADER

Wanted. General purpose and 4 in 1 bucket. Please call 07831 288450, Lancs.

RANSOMES RAPIER

Wanted. Information, photos, manuals or contacts for a Ransomes Rapier dragline model 4 1/2. Please call 04017 72038, AU.

PLOUGHS, CULTIVATORS AND HARROW FOR SALE

BAMFORD KVERNLAND 3 FURROW PLOUGH



£395 ONO. All complete with skimmers and depth wheel, model MD 621, manufacturers plate still fitted. Please call 07850 408289 or 07702 499333, North Yorkshire.

BONNEL SINGLE FURROW PLOUGH

£290. 16" turnover metal depth wheel, 1960's in red and needs cleaning. Please call 07564 046762, Suffolk.

FERGUSON 2 FURROW PLOUGH

£260. With furrow wheel and furrow width adjustor's. Good mould board and discs. Please call 07710 412167, North Yorkshire.

FERGUSON 2 FURROW PLOUGH

£260. With furrow wheel and furrow width adjustor's. Good mould board and disc's. Please call 07710 412167, North Yorkshire.

FERGUSON 2 FURROW PLOUGH

£300. Please call 07951 386757, Kent.

FERGUSON 3 FURROW CONVENTIONAL PLOUGH

POA. Please call 07974 143336, Herefordshire.

FERGUSON A210 HAE

1958-9, £400 ONO. Good condition, complete 2 furrow general purpose with lever. Please call 01531 670271, Herefordshire.

HOWARD 700 PLOUGH

£175. Please call 01728 724858, Suffolk.

HOWARD 700 POWER TAKE OFF

£225. Please call 01728 724858, Suffolk.

JOHN DEERE SIX FURROW PLOUGH



£1,750. Semi-mounted, collection only. Please call 07703 329841.

MASSEY FERGUSON DISC PLOUGH



£550. Please call 07889 374775, Shropshire.

RANSOMES T2 59 PLOUGH

POA. Complete, in good working order. Please call 07976 725739, Worcestershire.

RANSOME TS 86



£7,800. Match plough, rum wholework TCN bodies. Please call 01437 751212, Pembrokeshire.

RANSOMES 3 FURROW MOTRAC MATCH PLOUGH



£700. Excellent condition. Please call 01767 650121, Cambridgeshire.

RANSOMES DAUNTLESS TRAILED CULTIVATOR

£225. Complete in good working order. With 9 tines. Please call 01795 473350, Kent.

RANSOMES T8 D9 Y TCN

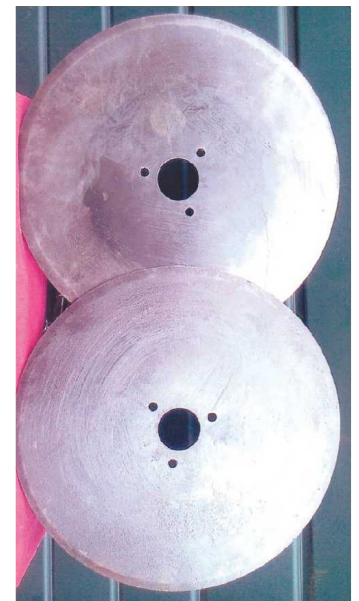


POA. Bodies ready for ploughing match's. Very good condition also a pair of YL8. Please call 01884 860576, Devon.

SET OF DAVID BROWN 2D PLOUGHS

£750. In very good condition ready for work. Please email westholme41@gmail.com.

TWO PLOUGH DISC TO FIT RANSOMES PLOUGHS



£45. Please call 07870 427889, Essex.

VICON LELY HAYMAC 2F

£365. Hay tedder and rowing up machine, good working order and complete with PTO shaft. Please call 07710 412167, North Yorkshire.

PLOUGHS, CULTIVATORS AND HARROWS WANTED

18 DISCS TO FIT A FERGUSON DISC HARROW

Wanted. Please call 01392 273332, Devon.

STATIONARY ENGINES FOR SALE

ARMSTRONG SIDDELEY AS1

£200. Good Working order, starts and runs very well with its original paint. Fitted to a steel trolley and is very easy to move around. Please call 07969 125548, Durham.

ASSOCIATED 3 MULE TEAM



1918, £1,500. Open crank, hit and miss fuel pel/parrfure. Good mag on trolley and good runner. Please call 07754 792967, Somerset.

BAMFORD

£250. Whiffler qc barn stored. Please call 07572 060199, Rotherham.

BLACKSTONE SFC 8HP

1912, POA. Hornsby hotbulb 12HP. Ruston Hornsby 8hp type AP as found and International type M low tension mag on steel trolley, old restoration. Please call 07880 586563, Norfolk.

COBORN C6



£65. Air cooled petrol/paraffin with Solex carburettor, restoration. Lister G1 also available, needs restoring for, £80. Please call 01570 493284, Ceredigion, Wales.

COOPER XC3 AUSTRALIAN SHEEP SHEARING



£150. Fantastic restoration project. Please call 01962 734739.

COVENTRY VICTOR HORIZONTALLY OPPOSED TWIN



POA. Engine free, not run for a number of years. On four wheels. Please call 07960 810781.

FAIRBANKS MORSE



1927, £875 ONO. 2hp hit and miss engine with the original battery box and trembler coil running condition an older restoration Please call

LISTER

£225. Goodenough sludge pump. Lister LT1 engine and beam engine type sludge pump. Similar to a Wickham set, good working order and includes some pipework. Please call 07969 125548, Durham.

LISTER A



£350. RAF blue. Restored, good working order, very good condition, requires transfers applying to complete restoration. Does not include pump shown in the picture. Please call 07969 125548, Durham.

LISTER D

£150 ONO. Barn find complete, non runner but unseized ready for restoration. Please call 07951 218237, Lancs.

LISTER D 28DH

1947, £200 ONO. 1/2 HP 700 RPM No 1/35784 in steerable trolley. Please call 01362 820721, Norfolk.

LISTER SINGLE CYLINDER PETROL ENGINE



£160. On wheels. Please call 01366 659000, Norfolk.

PETTER M TYPE 3HP 'APPLETYPE'

£300. Missing magneto and gears but no frost damage. For restoration. Please call 07969 125548, Durham.

TARPEN LIGHTINGS/VILLIERS ENGINE



£60. 110 volt generator, Villiers engine on two wheel trolley. Also grass master attachment/hedge trimmer. Engine stripped for new piston ring fitted. Please call 01722 711456, Wiltshire.

TECUMSEN LICENZIATARIA HTB 25/ ACB34

£20 ONO. Engine No 3609526 year unknown. Portable lighting plant. Needs renovation but complete. Please call 01362 820721, Norfolk.

UNO

1920, £100. Coffee roaster, runs on proplane. Ideal use with hot air engine. 5 inch dia drum. Please call 01603 742879, Norfolk.

VARIOUS ENGINES

£350-£650. 1930 Petter Apple Top 3HP, £400. 1923 White Dragon engine, £350. 1914 Amanco 2 1/4 hp, £350. Ruston Hornsby 29141 carrot hopper, 2hp, £650. Please call 01793 642775, Swindon.

VARIOUS STATIONARY ENGINES

POA. Fowler 'D' 4HP diesel. Crosseley 1020 pumping set. Fairbanks morse 2 6hp. Please call 01427 872951.

WOLSLEY W D 2

£200 ONO. Barn find complete not running but unseized for restoration. Please call 07951 218237, Lancs.

STATIONARY ENGINES WANTED

RUSTON AND HORNSBY

Wanted. Magneto bracket c/w complete tripping arm, wico ek type or gear for rotating magneto. Please call 00353 51895010

BAMFORD TULIPTOP

Wanted. Please call 07810 798685.

BENTALL PIONEER PARTS AND DYNAMO

Wanted. 110 volt DC dynamo. Please call 07757 745450, Teesside.

BERNARD W13

Wanted. It does not matter if it runs or not, but it must be complete. Preferably un-restored. Please call 07428 593073.

BLACKSTONE SPRING INJECTION ENGINE

Wanted. Crank shaft and flywheel for CSH 17 HP. Would be interested in other parts. Please call 07767 435377, Devon.

JAP TYPE O 34CC ENGINE

Wanted. Must be a good runner. Please call 01405 766875, East Yorkshire.

SMALL PETROL, STEAM AND GAS ENGINES

Wanted. Please call 01787 377628.

TRAILERS AND CARAVANS FOR SALE

3 TON TRAILER



£1,800. All steel construction. New build. Please call 01473 658817, Ipswich.

34FT SIMPSON

POA. Large kitchen/living room. 2 bedrooms and small shower room. Please call 07888 718374.

40FT COLCHESTER TRAILER



£14,000 ONO. This trailer is in immaculate condition. Please call 07802 456921, Essex.

5TH WHEEL DOLLY

£750. Works well. Please call 07857 843079, Herts.

BALE TRAILER 21 FOOT SINGLE AXLE



£350. Old but good. Please call 01538 308868.

CAR TRAILER



£120. 5ft x 3ft, excellent condition. Please call 01366 659000.

CARLIGHT COMMANDER 184 CARAVAN



£7,500 ONO. In time warp condition. One owner for 30 years. Factory service history, bills and brochure. Ready to use complete with much equipment. Please call 07710 636074.

CRANEFROUGH

£3,500. Knock-out back axle low loader, 21ft bed, all in very good condition, all new tyres. Please call 07786 363997, Norwich.

FERGUSON 2 TON TIPPING TRAILER



POA. Good sound condition with accessories. Please call 01205 724401, S Lincs.

FERGUSON 30CWT TIPPING TRAILER



£5,000. New body by Fergie Trailer Shop, original chassis. New Goodyear multirib tyres. Excellent condition throughout. Please call 07469 350512.

FERGUSON 30CWT TRAILER

£5,000. New body by Fergie trailer shop, original chassis. New Goodyear multirib tyres. Slight weep on hydraulic ram. Excellent condition. Bespoke fitted cover in red. Please call 07469 350512.

FLATBED TRAILER



£1,150. 16' (4.9M) x 6'8" (2M) 3 ton. Including ramps and straps. Please call 07979 533388, West Sussex.

HEAVY DUTY CANVAS TRAILER



£120. Tarpaulin 7.3m by 4.3m, two small rips have been professionally repaired in good condition. Please call 01824 702148, N Wales.

IFOR WILLIAMS PLANT TRAILER



£1,750 ONO. 3 1/2 ton with ramps. In very good condition. Please call 07831 805529, South Wales.

METAL BOX TRAILER

£100. 6ft x 4ft x 2ft, single axle. Please call 01634 365427, Kent.

PETITE 3 TON TIPPING TRAILER



POA. Brand new body, red colour, new tyres fitted, new brackets and in excellent working order. It's like a new trailer as it's been lovingly restored. Please call 01263 712174.

SANKEY TRAILER

£350. With new tarpaulin and new nato plug with cable. Plus 9 x 9 tent with storm strap but no aluminium poles, comes with mushroom poles. Please call 07548 844657, E Sussex.

SHEPHERDS HUT

£12,000. Restored keeping as many original features as possible. Especially inside, new tin, oak axles, original cast wheels, professionally rubberised, beds, table and pot belly stove. Please call 07501 728642, Sussex.

TIPPING TRAILER



£500. Good body and good tyres. Ram needs attention. Please call 01582 665992, Beds.

TRAILER



£120. Excellent condition. 5ft x 3ft. Please call 01366 659000, Norfolk.

VINTAGE WATER BOWSER



£150. Please call 01493 751711, Amberly.

WOODEN 3-TON

£325 ONO. Manual tip trailer. Please call 07534 949676, Suffolk.

TYRES, WHEELS AND WHEELWEIGHTS FOR SALE

CAST IRON WHEELS



£20-£50. 2 light weight duty, £20. 2 heavy duty, £50. Please call 01526 345720, Lincolnshire.

FARMALL CUB REAR WHEEL WEIGHT



£200. Please call 07889 374775, Shropshire.

FIRESTONE TRACTOR TYRES

£150. 12/13.6 x 24. To fit a Fordson or Case tractor. 1200 x 24 industrial tread tyres, half worn, £50 each. Please call 01371 810314, Essex.

FORD 4000/4600/4610 36 INCH WHEEL RIM



£200. New 11 x 36 rear wheel rim, 8 lugs. Please call 01254 877011 (T).

**FORD + NH FRONT CASTINGS/
TOMBSTONES**



POA. Wide choice of S/H tombstones to fit Ford 4/5000,6600,7610,40 SERIES, TS, TSA, 5030, 35 SERIES etc. Please call 01254 877011 (T).

FORDSON TRACTOR WHEELS



1940, £50. Please call 07789 625747.

NEW WHEEL AND TYRE

£80. 215/70 R15C, carries as a spare for flat motor home. Please call 01935 475451, Somerset.

**PAIR OF DUNLOP REAR TRACTOR
TYRES**



£200. On rims 80% tread 9.5/9 ex Massey Harris pony. Please call 07774 922124, Southampton.

**SELECTION OF TROLLEY WHEELS
AND BELT PULLEYS**



POA. Please call 01245 400329, Chelmsford.

SET OF FOUR WHEELS



POA. Set of four cast iron wheels 11 1/2 x 2 1/2. 3/4 AXLE HOLE. 1 cast iron wheel/fly wheel. 13 1/8 x 3 1/4 x 1/8. Please call 07960 810781.

**TWO PAIRS BETTINSON CAGE
WHEELS**



£15 A PAIR. 13x38 and 12x36. Please call 01945 773200 or 07889 646216, Norfolk.

TYRES



POA. 1400 X 24 ply. Please call 07379 833835, Norfolk.

**TYRES, WHEELS AND
WHEELWEIGHTS WANTED**

BALLAST WEIGHT



Wanted. For Kell single box seed drill. Casting is tapered but overall dimensions are approximately 4" long X 2 1/4" wide X 1" deep. Please call 01453 757995.

**GOODYEAR TRACTION SURE GRIP
TYRES**

Wanted. 60-70% Tread-Must be sound. To fit an MF 35. Please call 01795 473350, Kent.

MASSEY FERGUSON 32" RIMS

Wanted. 32 inches rear rims with 8 loops, in good condition, doesn't matter if they need paint. Please call 07711 048309, Norfolk.

**TOOLS AND MACHINERY
FOR SALE**

BLACKSMITHS ANVIL

£200. 33 1/2 inches long, 13 inches wide. Please call 07855 706178, Lincolnshire.

BLACKSMITHS FORGE AND CANOPY



£125. Single phase blower fan, approx 30 x 30 inches. Please call 07821 251538, Essex.

BOXFORD LATHE ME10A

£1,200. 5"x 24", 5" 3 and 4 jaw sc chucks, 6" ind chuck, faceplate, catch plate and drill chuck. Powered crossfeed and on a cabinet stand. Good condition and privately used Please call 01274 875032, Cleckheaton.

COLCHESTER CHIPMASTER



£100 ONO. 5 x 20 600 lathe, appears metric coolant facilities, threading facilities. 3 jaw chuck no. Please call 01189 475021, Berkshire.

FAME FAST 130

POA. Flame fast 130 forge gas/electric with fire bricks and bag of chippings. Good condition. Please call 07827 872887, Llanelli.

FIAT FL 6

POA. Please call 003530 872524393, Galway, Ireland.

OIL CABINET



£80. Please call 01472 388420.

RIDGID 1822-1

£600. 110v pipe threading machine. Up to 2" capacity, accepts BSPT or NPT dies. Auto oil function, folding stand, deburrer and die head with 1/2-3/4 dies included. Please call 07890 964746.

RIVET HOLDER UP



POA. As used in hot riveting this is old new stock it has never been used. Please call 07811 664363, Lancashire.

SANDBLASTING SET UP COMPLETE



£2,400. 20" blast pot. 175 Ingersoll Rand compressor. Blast hose, sieve, regulator hoses, dust extractor, nozzles, rubbers, helmet, breathing filter and hand rails. Please call 07831 828271, Derbyshire.

STARTRITE MODEL H175



£700 ONO. Cutting capacity 7"x11". Good working order. Coolant attachment. Single phase. Operating handbook. Please call 07748 130235, Warwickshire.

VERTEX DIVIDING HEAD

£300. This was purchased from RDG Tools for £395 and has never been used. It is quite heavy, 20kg, so buyer to collect please. Please call 07889 056733, West Yorkshire.

WA BELL WINDERMERE AND BUTLER

POA. Contents of barn / woodworking workshop including belt driven lathe, planer, large grinders, circular table saw, overhead driveshafts, spare blades, wheels and associated old hand tools, etc. Buyer to remove. Please call 07377 888850.

WARCO

£600. 4 1/2 X 20 lathe and alpine mill plus other small tools. Age reason for sale. Please call 01766 762664, N Wales.

WARCO 4 1/2 INCH CENTRE LATHE AND ALPINE MILLING MACHINE

£600. Complete with tooling and would prefer to sell both together. Please call 01766 762664, North Wales.

WATER HAND PUMP



£80. Please call 01366 659000.

TOOLS AND MACHINERY WANTED

DAVID BROWN ALBION

Wanted. Swath turner. Please call 07773 260115, Derbyshire.

WOODWORKING AND WINCHES FOR SALE

FERGUSON SAW BENCH

£295. In very good condition and working order, includes belt and tractor pulley, suits TE20, 35 and 135 tractors. Please call 01795 473350, Kent.

MCCONNELL SAW BENCH



£650. Sliding table. In good working order. Please call 07759 666478, Cheshire.

PNEUMATIC CHAIN SAW



£35. Please call 01493 751711, Amberly.

SHAW 3 POINT LINKAGE



£1,325. PTO driven saw bench. The 'Rolls Royce' of tractor driven saw benches with many features not found on other makes. Please call 07831 665757, Staffordshire.

TUFA CABLE WINCH



£75. 20 ft steel cable, medium size. Please call 01255 470454, Essex.

VOLANT BANDSAW



POA. Free multi material saw, 3ph, 400v, needs attention. Please call 01189 475021, Berkshire.

LAWNMOWERS FOR SALE

BILLY GOAT LEAF HOOVER



£350 ONO. Model no TKD505055P. Self propelled, fitted with wood chipper and comes with auxiliary suction hose. Please call 01379 741378, Norfolk.

CRAFTS AND MODELS FOR SALE

1/24 MODEL



£600 ONO. Toboggan coaster with packing box. Please call 07969 352316, Middx.

GARRETT

£1,500. Single pin wheel, diameter 63 1/2 inc width 15 1/2. Axel diameter 4 1/4, drive pin 2 1/4. Please call 07969 733707, Kettering.

HITACHI UH20



1980, £85. Excavator UH20 face shovel excellent boxed condition. Please call 07904 270606, Kent.

MASSEY FERGUSON



2012, £65. Gold, limited edition. Please call 01787 280687, Suffolk.

MASSEY FERGUSON 1200



POA. Plus cultivator, 1/32 scale. Please call 01787 280687, Suffolk.

MASSEY FERGUSON 8650



£48. Black tractor, 1/32 limited edition. Please call 01787 280687, Suffolk.

MECCANO BEDFORD LORRY

£75. Meccano model of a Bedford type lorry, skilfully constructed from original parts, based on a 1954 Meccano manual with added features. Please call 01977 519561, Castletford.

O AND K RH120



1980, £165. Superb model in excellent 1.50 scale like new by Conrad very heavy collection. Please call 07904 270606, Kent.

POCLAIM 1000



1980, £195. Superb model off Poclaim 1000 made in France in excellent boxed condition. Please call 07904 270606, Chatham.

U/H ERNEST DOE



2010, £95. 50th anniversary, limited addition. Please call 01787 280687, Suffolk.

MAMMOD STEAM ENGINE

£130. Compatible with Mamod Steam Engine. Van has bunk beds, table, stove and ladder. This is not a child's toy. Engine not included. Please call 07976 753434, Sandbach.

SIX MIDSUMMER MODEL STEAM ENGINE

£1,200. 1/24 superb models consisting of over 200 parts, all boxed as new and very rare to get 6 out of 8. Please call 07969 499682, Derby.

LITERATURE AND INFORMATION FOR SALE

19 X ORIGINAL B&W



£95. Taken at Stoneleigh MF training centre. Damage is present. Please call 01267 231616, Wales.

APPROX 40 COPIES OF 'OLD GLORY'

Free. Please call 02086 416866, Surrey.

FORDSON MAJOR



1949, £25. Tractor and implement price list for main and sub dealers. Please call 07968 659967, Kent.

OLD MAGAZINES

POA. From premier No 1 to December 2017, 3 missing, No 17 and 163, Sept 2003 and no 70 April 2004. Please call 01935 475451, Somerset.

OLD GLORY MAGAZINES

£50 ONO. From first issue to November 2016. Buyer collects only. Please call 07966 037236, St Edmunds.

SHEPHERDS HUT HARBACK BOOK

£14.99. Photographs and illustrations of original huts and archive photographs of shepherds at work. Please call 01453 883515, Gloucestershire.

STATIONARY AND OLD GLORY MAGAZINES

POA. Stationary magazines No' 32-530. Old Glory magazines No' 8-332. Please call 01767 677828, Beds.

TRACTOR AND MACHINERY MAGAZINES



1998 to 2005, £20. Some marks and comp coupons missing. Could sell separate years at £4.00 per year or all 8 years for £20. Purchaser to collect or arrange carriage. Please call 01793 813046,

LITERATURE AND INFORMATION WANTED

726 SANDERSON TELEHANDLER

Wanted. Workshop manual for the machine above. Please call 07872 966921, Lincs.

INSTRUCTION BOOK

Wanted. For the Howard paraplou cultivator. Please call 01502 561657, Suffolk.

MARION GROUNDHOG BROCHURES

Wanted. Dresser Marion news and reviews brochures. All wanted for charity work. Please call 01252 333991, Surrey.

RANSOMES M6 CRAWLER WORKSHOP MANUAL

Wanted. To aid removal of fly wheel from engine, and re-fit. Please call 01379 741378, Norfolk.

ORGANS FOR SALE

AEOLIAN ORCHESTRELLE REED ORGAN



POA. Can be played manually or from music rolls, 58 note or 116 note, organ. Fully restored with new piping and re-leathered. Large instrument with beautiful sound, can be pedaled or played with the blower. Please call 07860 657854.

AEOLIAN ORGAN

£5 each. I am clearing out an accumulation of Aeolian 58-note organ rolls and mostly boxed. Please call 01536 726759, Kettering

FAIRGROUND ORGAN



POA. Dutch style 32 keyless Dean/McCarthy modified. 100 + books. Please call 01970 611026, West Wales.

GRAMOPHONE



£175 ONO. Plays 78s. Perfect condition in mahogany. Please call 07881 768546, Staffs,

MCCARTHY STREET ORGAN

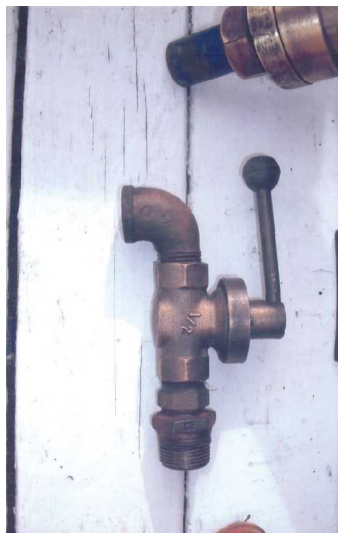
£2,500. 20 keyless with percussion. Includes 50 song tunes in card books. Please call 01409 253149, Devon.

POLYPHON

£2,250. 15 1/2" Fully restored mechanism. Comb 1/3 with 4 playing discs. Beautiful sound. Mahogany case with marquetry inlay. Wonderful example of this fascinating musical box. Please call 07584 572467, Littlehampton.

MEMORABILIA BYGONES FOR SALE

1/2 B.S.P BRASS TAP



POA. Please call 01493 751711, Amberly.

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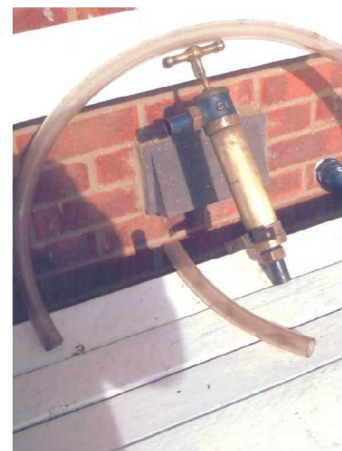


£45. 9 inch x 12 inch michelin champion BP castrol shell E830. Please call 02083 997541, Surrey.

7FT FIBRE GLASS

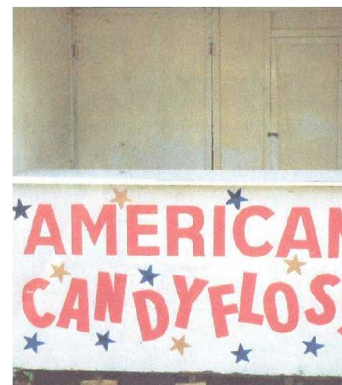
£400 ONO. Franksteins Monster for ghost train. Please call 07969 352316, Middx.

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WEST COUNTRY SPRING WEEKEND TOUR MARCH/APRIL

This will be based in Exeter, with an overnight hotel stay as part of the trip. We will be visiting collections in the West Country, plus Dan Harris tour of the Teagle manufacturing company in Truro, Cornwall. We will also be visiting a number of famous parts suppliers, as well as a famous scrapyards + tractor collections!

WEST IRELAND LONG WEEKEND TOUR MAY 16-19

Start in Cork visit collections, including the Henry Ford family farm and former Marina Works, Ring of Kerry, biggest Nuffield collection in UK & Ireland. In addition Liebherr Crane Works (est 1959), the oldest mono-railway in the world (1889), a traditional Irish tractor rally and so much more. Everyone is welcome including readers from the Republic of Ireland and Northern Ireland who might like to join up in Cork.

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**These tours are organised for readers of this magazine by Peter & Jayne Love,
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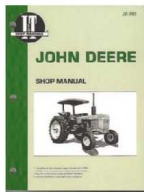
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In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerned with heritage preservation.

Hi everybody!
Since I wrote last I have enjoyed a trip to Tractomania in Caussade, France, where the weather was just about right and the company along the way was great fun. This particularly applied when I caught up with a huge collection of classic German-made International tractors from the '70 and '80s still in farm use.

On the Sunday, when we were touring around, I was able to enjoy the sight of a 20-year old New Holland L520 on maize harvesting work, which interestingly had been built by Laverda in Italy for NH. I was invited for a ride in the cab, but time was short so I could not take up the offer, unfortunately.

While that was going on, my good friend Dave Loveys of Devizes, Wiltshire, was at the excellent Newbury & District Agricultural Society Ploughing Match at West Ilsley, which he recommends. He was ploughing with his International 444.

Dave is the Allard Owners Club (est. 1951) Captain and is, of course, a fellow Allard owner. He is a regular competitor with his red 1949 K1 (717) at the Shelsley Walsh hill climbs, but the car has been through the wars. Last

Just a few minutes after this photo was taken, the contractors were on the go again with the 20-year old classic New Holland L520 maize harvester. It was just outside Montricoux, not far from the beautiful Aveyron river in southern France. Photo: 'Badger'.



year, a deer came straight out a wood and severely damaged the front of the car. It was fully rebuilt by Dave and others after the insurance claim was settled very quickly.

It was back out in late spring and was hit, on its first appearance, by another classic sports car – with both needing repairs! It has also suffered gearbox problems, but Dave likes nothing more than to get the car on his ramp and in no time at all the offending shaft and bearing were out of the gearbox and replacements went in, thanks to Mike Knapman's help. Luckily, Dave takes it all in his stride.

He also has a 1950 Allard P1 (1634), which is similar to my grey example and the wooden body frame is in the throes of being replaced after 20 years' use on the roads, after it had been given a superb restoration by Dave and his brother. This car has been to the Great Dorset Steam Fair and other well-known events over the years and was featured on the front of the GDSF catalogue stand at the 2018 show.

Dave represents what's good about the Allard Owners Club – members communicate and are willing to help each other. The club also has an excellent magazine too, well put together by Chris Pring, which goes to members all over the world – including many in the USA, where these cars sold very well. There are two members with cars in Switzerland and that's where I will be heading at the end of November. I will tell you how I got on in my next

'Last word' and what I found out there.

On to other matters now. The Kent County Agricultural Society will be celebrating 90 years of the Fordson Standard N with a large display at its 2019 Heritage Transport Show on Saturday 6 April. The society is appealing for owners of the N to get in touch and exhibit, as it is hoped that a new Guinness World Record will be set at the gathering.

The event is on hard standing, with the Heritage Transport Show celebrating its 10th anniversary. Last year's event featured nearly 1,000 vintage vehicles, including motorcycles, cars, commercial vehicles, buses and, of course, the much-loved tractor. The event also has a long-standing partnership with the South East Bus Festival, which is expected to attract more than 150 buses and coaches from vintage to modern examples.

To find out more about the Heritage Transport Show and to enter your Fordson N, visit: <https://kentshowground.co.uk/> or speak with Rodney Gibson; tel: 01795 841775 or 07714 696545.

Lastly, one should not forget the Somerset Vintage & Classic Tractor Show at the Royal Bath & West Showground on 26-27 January 2019, with its special IH theme. Organisers are expecting a good cross section and you can enter your machine for exhibiting now. The show will see the debut of the 2019 Kelsey Media/BOAT charity tractor, which has gone through a very thorough restoration. For further show details, please visit the website: www.somersettractorshow.com

See you soon.

Group Editor-at-large, Kelsey Media



Dave Loveys, Captain of the Allard Owners Club, was out with his IH 444 ploughing at the Newbury & District Agricultural Society Ploughing Match on Saturday 20 October. Photo: L Cole.



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